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# The China Mail

ESTABLISHED 1845

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No. 27,602 HONG KONG, THURSDAY, SEPTEMBER 25, 1930. PRICE \$3.00 Per Month.

## INDIAN DRIVERS AT LOGGERHEADS.

Mohammedan and Sikh in Court Dispute.

### A DEAL IN TYRES.

Two Indians, one a Mohammedan and the other a Sikh, and both are drivers of public motor cars, were protagonists in an action heard in the Summary Court this morning. Owing to His Honour, Mr. Justice P. Jacks, having to sit on a board of arbitration in Chambers, the case was taken by the Acting Chief Justice (Mr. Justice J. R. Wood).

The plaintiff, Kallanda Khan, sued Kartar Singh for the recovery of the sum of \$125 in respect of five motor tyres sold to defendant last year. Defendant denied owing the money, and counter-claimed against plaintiff in respect of \$200 alleged to be owing to him for teaching four pupils to drive a car.

Mr. F. C. E. Rendall appeared for the plaintiff, and defendant conducted his own case. The two cases were taken separately.

**Sale of Tyres.**

In the first case, Kallanda Khan said that he sold two lots of tyres to defendant. The goods were delivered in June and August last year. He did not receive payment for them, although he had pressed the defendant for it on many occasions.

Asked by his Lordship as to where he had obtained the tyres, plaintiff said that he was selling them for Wong Siu-woon. He was not paid a commission, but as defendant had asked him to obtain the tyres, he did so. Since defendant did not pay, he had already settled with Mr. Wong, and produced two receipts in support of his statement.

Defendant admitted buying only four tyres from plaintiff and averred that the price fixed was \$18 for each tyre. He, therefore, owed the plaintiff \$72 and against that he had paid \$36 on August 1, and another \$24 on August 15, 1929. There was a balance of \$12 owing, but as defendant had requested him to teach four Indians to drive, that amount was set off against the fees which he was to receive from plaintiff.

**Alleged Threat.**

Defendant further alleged that prior to the writ being taken out against him, plaintiff had threatened to sue him for the full amount, saying that "No doubt you paid me, but you got no receipt from me, and if I so desire I can get the full amount from you in Court." This was said in the presence of several Indian drivers in Chater Road. Defendant's reply to this was that if plaintiff could be so dishonest, he would take the money to the Mohammedan Mosque and place it on the Holy Koran. Plaintiff could then take the money from the Holy Koran if his conscience would allow him.

Noob Singh, another driver, corroborated this version of the story.

His Lordship held that he was satisfied that the tyres were sold to defendant at \$18 each, but as defendant had signed for five instead of four, the amount would therefore be \$90. As to which side of the story being more probable, his Lordship decided that he was more inclined to believe the story of the defendant. He would take it that \$80 had been paid, and would therefore give judgment against defendant for \$80 with costs.

**The Counter-Claim.**

The counter-claim was then heard. Kartar Singh, who became the plaintiff in this action, said that after he had paid the last instalment to defendant, there was a balance of \$12 due from him. Kallanda Khan said that he would take the money out from tuition fees which he would have to pay to plaintiff. Plaintiff alleged that defendant had informed him that he received

## TO INCREASE TRADE OF THE EMPIRE.

Trades Unions Hint to Imperial Conference.

### ECONOMIC PROBLEMS.

London, Yesterday.

On the eve of the Imperial Conference a joint memorandum by the Trades Unions Congress and the Federation of British Industries was addressed to the Prime Minister. It stresses the importance of increasing inter-Commonwealth trade and urges an early Commonwealth trade conference of an investigatory, advisory, and non-party nature, the members to be nominated by each Government of the Empire, but acting in a personal capacity and consisting of representatives of industry, agriculture, and finance, and both employers and employees.

The conference, it states, should ascertain the views of the Dominions regarding possible further reciprocal arrangements.

The conference should be a permanent part of the Commonwealth economic machinery and should meet before each Imperial Conference and submit views upon problems awaiting solution.

The Memorandum suggests also the creation of a permanent Commonwealth economic secretariat for all Imperial conferences on economic questions.—Reuter.

**Not Spasmodic.**

Rugby, Yesterday.

In a memorandum presented by the Federation of British Industries jointly with the General Council of the Trades Union Congress to the Prime Minister, it is urged that at an early date as possible a Commonwealth Trade Conference should be held of an investigatory, advisory, and non-party nature. At this Conference every question affecting Commonwealth Trade should be brought under review.

The memorandum expresses the view that it should not be a spasmodic effect, but a permanent part of the Commonwealth economic machinery and should sit before each succeeding Imperial Conference in question to study and submit its views upon problems awaiting solution.

The Memorandum also suggests that a Commonwealth Economic Secretariat should be established, formed of persons with economic and administrative experience and persons from all parts of the Commonwealth, to serve as permanent secretaries for all Imperial Conferences for dealing with economic questions.—British Wireless Service.

### COASTAL LIGHTS.

INTERNATIONAL CONFERENCE TO MEET IN LISBON.

### BRITAIN REPRESENTED.

Rugby, Yesterday.

The composition of the British Delegation to the International Conference and unification of buoyage and lighting of coasts to be held at Lisbon on October 6, is announced. The delegation will be headed by Sir John Baldwin.—British Wireless Service.

### IMPERIAL CONFERENCE.

New York, Yesterday.

Mr. Ramsay MacDonald's address at the opening of the Imperial Conference on October 1, will be broadcast all over the United States.—Reuter's American Service.

ed \$200 from each of the four Indians to whom he had promised to train. After teaching the men for a short time, defendant sold his vehicle and was, therefore, unable to continue giving them lessons. He requested plaintiff to take the men on, for which he would give plaintiff \$70 in the case of each of the three men who had some lessons, and \$100 for the other man who was entirely a novice. The total amount agreed upon was \$310. Against this amount \$12 was deducted from the deal in tyres, and \$98 paid in cash, leaving a balance of \$200, which formed the subject of the action.

The case is proceeding.

## KWANGSI WAR.

LAST WARNING TO NANNING.

REBELS TO SURRENDER?

Canton, Yesterday.

It will be remembered that, a fortnight ago, the Ironside-Kwangsi allies, taking advantage of the Government troops engaging the Reds in Hunan, made another attempt to invade the southern sector of that province, by despatching Tang Seng-ming in command of the advance column. Should Tang make a successful advance, the Kwangsi-Ironside rebels would follow to enter Hunan by evacuating the whole Kwangsi province. However, Tang was again badly repulsed by the Hunan army in the battle of Chi-yang, and as a result, he was compelled to lead his remnants back to Kweilin.

**Rebel Conference.**

In receipt of the news regarding his allies—Yen Hsi-shan—evacuating Peking and Tientsin, which are taken over by the North-eastern troops, Li Chung-yen immediately summoned an important conference at Luichow on September 20, with all officers above the rank of colonel in attendance. After a lengthy discussion, it is reported to have decided to send a delegate to the 8th Route Army, expressing their willingness to surrender. Among the important terms, the rebel generals Li Chung-yen, Pei Hsiung-hsi, Chang Fat-kuei and Wang Shao-hung will retire from politics and go abroad. It is learned that the Government leaders are now carefully considering this question.

Before reaching the point in allowing the rebels to surrender, the Government forces continue their advance toward Laipei, a strategic point of cardinal importance some 40 miles south of Luichow, after they have succeeded in breaking through the rebels' line along Chinkiang. The brigade under Yeh Shao of the 69th division are attacking the north of Laipei; the Training Brigade under Wang Yam-wan co-operating with the regiment under Fan Teh-sing, attacking the front, while the regiments under Pang Lin-seng and Wang Chin-nan combining with the 1st newly organised division under Chau Wei-chun, attacking the left flank. Some 3,000 rebels now guarding the city are making every preparation to withdraw to Luichow, and so Laipei is to be capitulated at any moment.

**Warning to Inhabitants.**

In order to avoid further destruction to the civilians which are now left in Nanning, the Yunnanese Commander Lu Han has given the last warning to them that they are to evacuate Nanning within five days, during which period, the Yunnanese troops will withdraw five li away from the city for their evacuation. After the time limit, the order of a general attack will be issued against the rebels.

**Suppression of Reds.**

Taking the opportunity of the temporary cessation of attack on Nanning, the Yunnanese Commander has despatched a division under Chu Cho to Yenlung, 40 miles beyond Posh, for the suppression of the activities of Reds under Li Ming-shui. Fighting between the two opposing forces is reported to have taken place since September 20.—Canton News Agency.

### GOLD SITUATION.

LEAGUE TO INVESTIGATE THE QUESTION.

### COLLECTION OF DATA.

Geneva, Yesterday.

The League Council, has approved the Financial Committee's proposal to communicate an interim report on the gold situation to all members of the League and non-member States, and to draw their attention to the importance of the problem.

The Secretary-General of the League was authorised, in consultation with the Financial Committee, to investigate the question of improving the collection of statistics and information regarding the industrial uses of gold.—Reuter.

## CAPTURE OF KAIFENG

CITY SHELLED BY ARTILLERY.

### REDS IN FLIGHT.

LOYANG IN A STATE OF SIEGE.

Hankow, Tuesday.

With the capture of the Kaifeng Railway station on September 19, eight Nationalist divisions are now attacking Kaifeng city, which is fiercely bombarded by heavy artillery, and bombs dropped from six National planes. A portion of rebels have left Kaifeng and retreated disorderly in the direction of Chengchow, leaving a small contingent desperately to guard the city, the fall of which is imminent.

**Nanking, Tuesday.**

Mr. Koo Ling-pak, secretary of the State Council at the front, wires to Nanking that the Nationalists succeeded on Monday night in penetrating through the rebels' line of defence on Ping-Han and Lung-Hai, and that they are now close in pursuit of the rebels.

**State of Siege.**

Hsuechow, Tuesday.

Loyang is now in a state of siege by the Nationalists under Yang Fu-cheng. The crack Can-

### STILL FINE.

The Royal Observatory's weather report, to-day, states: The anti-cyclone has passed into the Pacific.

Depressions are shown over S.E. Mongolia and to the W.S.W. of Tourane.

Forecast:—E. winds, fresh, moderating; fine.

**Rainfall.**

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 89.97 inches against an average of 74.23 inches.

**Temperature.**

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	76
Macao	76
Pratas Island	79
Manila	76
Poochow	70
Amoy	73
Swatow	72
Chefoo	66
Shanghai	65

tonese divisions under Chiang Kwang-nei and Tsai Ting-kai are pushing forward toward Heishih-kuan, midway between Chengchow and Loyang, from Tengfeng, in order to cut the westerly retreat of the Kuominchun, who will now be compelled to cross the north bank of the Yellow River and withdraw to Shensi, via the southern sector of Shansi, in avoidance of being totally routed.

**Rebels Surrender.**

Hankow, Tuesday.

The rebels under Wang Tai, who were designated to guard Hsuechow city, are reported to have surrendered to the Nationalists and the city falls into the hands of the Nationalists with little difficulty.

A Shinghai message claims that the Nationalists occupied Chengchow Railway station and Yungyang on Sunday. The rebels' communications and retreat have been cut; they are now in danger of being entirely annihilated.

**Severe Fighting.**

Hsuechow, Tuesday.

As Marshal Chiang Kai-shek has ordered his Generals to capture Chengchow within five days, Generals Liu Chih, Ho Ching-chun and Chiang Kwang-nei are personally directing the operations at the front. However, the Kuominchun are offering a stubborn resistance, taking this battle as "the last gamble." A life and death struggle is now raging on all fronts.

**A Big Victory.**

Nanking, Tuesday.

At the newly memorial service held in the National Government

## THEFT OF METAL.

TELEPHONE COMPANY'S "LOSS."

MAN CAUTIONED.

Employed by the Hong Kong Telephone Company in Nathan Road for the past three years, Chan Wah was to-day charged before Mr. H. R. Butters with the larceny of some scrap telephone wire, the property of the company.

Accused pleaded: "I had no intention to steal." On September 23, there was a large quantity of small bits of lead, copper, and wire, and these were not wanted by the Company. They were sold to the Hip Yick Marine store dealer. After they had sold it, there was a little left over, and I swept it up."

A Chinese detective said that he arrested accused opposite No. 180 Reclamation Street. He has about to dispose of some wire at the Hip Yick Marine store dealer. He admitted that he got the wire from the Telephone Company.

Mr. Charles Hatt, engineer in charge, told his Worship that the wire, which was scrap, was usually kept in the stores. On September 23, they sold a lot of this wire to a marine store dealer, and the quantity in Court was evidently some of the lot which fell in the back lane. Accused had nothing to do with the wire. He was employed in the office as floor sweeper and window cleaner.

Mr. Butters (to accused): What is your salary?

Accused: \$24 a month.

His Worship: How long have you been employed?—Three years.

His Worship: No trouble?

Mr. Hatt: No, Your Worship.

Mr. Butters: "Cautioned and discharged."

office on Monday, Mr. Chien Chang-chao made the following statements:—

Kaifeng Railway station has been occupied by the Nationalists and Kaifeng city is expected to fall; the peaceful control of Peking and Tientsin by the Manchurian troops; the collapse of the Peking Government; the conclusion of Honan war within a month; the suppression of bandits and Reds in Hunan.—Canton News Agency.

### Headquarters Moved.

Peking, Yesterday.

The headquarters of the National Government, formerly Dr. Wellington Koo's house, is now being opened, but as the house is being restored to Dr. Koo the headquarters will be removed to the barracks near the Peking Union Medical College.

Fang Peng-jen, the chief representative of the National Government, is expected shortly.

The garrison commander, Chu Hsi-chun, having handed over, is leaving at midnight for Hankow. Yen Hsi-shan has appointed him commander of the guards along the Peking-Suiyuan railway.

The Manchurian authorities have advised the education authorities not to allow student demonstrations for the present as they might lead to disturbances.

**Tientsin, Yesterday.**

For the first time since the arrival of the Manchurian forces they are sending patrols through the native quarters to-night as a precautionary measure as the Shansi gendarmerie have evacuated, while the city is hung with posters bearing the name of Yu Hsueh-zung intended to pacify the populace and reiterating that the Manchurian invasion is not of an aggressive nature but merely a step for the protection of the public and to put a stop to the civil war.

It is learned that a part of the 22nd brigade is remaining here as a garrison while the remainder is being distributed between here and Peking.

In spite of the announcements in the vernacular papers there is up to the present no definite news as to the time of the arrival of Mr. T. Chen who will act as the Nanking representative here, but Yu Hsueh-zung is expected tomorrow and preparations are being made for his welcome.—Reuter.

## HEGIRA OF STRAITS COOLIES.

29 Stowaways Charged Here.

### BAD TIMES IN MALAYA.

The very hard times now prevalent in Singapore which has put thousands out of employment was evidenced at the Kowloon Magistracy this morning when 29 Chinese appeared before Mr. H. R. Butters charged with having arrived at Hong Kong from Singapore on the British steamer Sui Sang without having paid for their passages.

Nos. 5, 6, 7, 8, 9, 10, 19, 22, 23 and 29 stated that they had tickets but that they were stolen on board the ship. The remaining pleaded "Guilty."

Detective-Sergeant P. Kellett informed the Court that the defendants were all found hiding in different parts of the ship. There were over 1,400 passengers on board. The defendants were all given an opportunity to pay their passage (which was \$15 each), but they refused to do so. Some had a lot of money, whilst others had none at all. They were all coolies. Sergeant Kellett added that times were very bad in Singapore.

Speaking of the defendants' property, Sergeant Kellett said that the following had some money in Straits currency. No. 2—\$42.50, No. 3—\$15.40, No. 5—\$144, No. 10—\$10, No. 11—\$7, No. 20—\$18, No. 21—\$12, No. 22—\$4, No. 24—\$7, No. 25—\$7, No. 26—\$4, No. 28—\$7.

His Worship: Is this the largest batch you have had?

Sergeant Kellett replied in the affirmative and said that in stowaway cases, the stowaway was always given a chance to pay for his passage on the ship when found. Failing that, he was threatened with prosecution in a Police Court. In this case the Chief Officer could not adopt the usual course of allowing them to pay on board the vessel, because he would have exceeded the number of passengers the ship was entitled to carry.

His Worship (to the chief officer): What if a man should lose his ticket to another man in a gamble?

### Unlucky Loser!

From the witness box, Mr. Schofield said that about ten officials counted up the tickets on board, and these accounted for 1,446 deck passengers. The tickets were bought at the shipping office in Singapore, but it was known that if a passenger arrived on board a little late he or she could pay for the passage on board. The defendants were all found yesterday morning at sea, all hiding in boats, winches, under spare propellers and other ingenious places. Others were found mingling with the legitimate passengers, who, when counted, numbered 1,446.

His Worship imposed a fine of \$25 with the alternative of one month's hard labour on each person who pleaded guilty, whilst the others he remanded for 24 hours.

### COOLIE'S DEATH.

ALLEGED NEGLIGENT GATE-KEEPER.

### SHAMSHUPO SMASH.

What appears to have been negligence on the part of a gate-keeper at a road crossing in Shamsupo is alleged to have caused the death of an earth coolie named Yau Tin-po, yesterday afternoon.

Tam Fat, a licensed motor driver, has informed the Police that about 1 p.m. he was driving a motor bus along the Castle Peak Road, when he approached the crossing. As he came up to the spot, an earth truck crossed the road. The driver alleges that the wooden barrier was not down, with the result that the truck struck the bus, and the coolie riding on it either fell or jumped off, and was killed instantly.

The gatekeeper, Lee Kau, a man of 63, has been detained in connection with the affair.

## AN UNRELIABLE WITNESS.

Things He Could Not Remember.

### SEIZURE OF HEROIN.

"This witness of yours appears to be practically useless," said Mr. R. E. Lindsell in the Central Court this morning, when the No. 1 boy on the first floor of the Hotel Asia, Connaught Road, Central, was brought by the prosecution to give evidence in a case concerning alleged possession of heroin pills.

Revenue Officer Grimmit, for the prosecution, agreed. "This is an entirely different story to what he told me yesterday, Your Worship," he added. "He told me then that he had made entries in his floor book for defendant alone, who said he could not write Chinese. He also told me that the man changed from Room 212 to Room 204, as 212 was too hot. Now, he tells us that three men came to book the room at the hotel, none of whom he appears to be able to remember. Nor does he recognise defendant as one of them."

### Big Haul of Pills.

In outlining the case, and later in evidence, R. O. Grimmit said that about noon yesterday he raided Room 204 at the hotel. Defendant was standing by a wash-hand stand, whilst two other men were lying on cots smoking opium. A fourth man was asleep.

Defendant was asked whether he had any red (heroin) pills. He said he had not, but when searched, five pills were found in his jacket pocket, contained in a paper packet. The officer then searched the room, and under the wash-hand stand, where the slop basin is usually kept, he came across two tins, each containing 10,000 pills. Previously, defendant had been asked where he got the pills found in his pocket. After some demur, he said that a friend named Chan gave them to him. The friend could not be traced, nor did defendant know where he was likely to be found. As to the 20,000 pills, he denied all knowledge of them.

Mr. Grimmit said that on further search he found two pieces of paper under a bed, bearing the hotel label. The tins had apparently been wrapped in the paper, and the label was marked in Chinese "Deposit in Room 404."

### An Incoherent Story.

The hotel boy, when put into the box to give evidence, said that three men engaged room 212. Later he was told to change them into Room 204. He sent a fooki along to make the change. He did not know who actually booked the room, or who ordered the change. He did not enter Room 212 until 10 o'clock yesterday, assuming the place was unoccupied. He could not remember how many men were there at 10 o'clock.

Pressed on this latter point, witness became very confused, and was told by His Worship to stand down.

His Worship was of opinion that on the evidence there was slight ground for conviction, but he decided to remand the case until Saturday morning, in order to allow the prosecution to make further enquiries.

### FOOD POISONING.

SECOND CASE IN A WEEK.

### BAD MUSHROOMS?

The second case within a week of what is thought to be mushroom or fungus poisoning has been reported to the Police, this time from the Bay View area.

At 9.45 last night five people living at 8, King Street, were removed to the Government Civil Hospital, suffering from food poisoning. One was a man of 30 years, whilst two women and a girl of seven were similarly afflicted, besides a boy of nine years of age.

Later investigation of the symptoms gives rise to the opinion that they were caused through eating mushrooms. The condition of the victims is not serious at present.







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Macao, Siam, Straits Settlements,  
etc., etc.

On View from Wednesday, September 24, 1930.  
Terms:—Cash on Delivery.  
**LAMMERT BROS.,**  
Auctioneers  
Hong Kong, Sept. 20, 1930.

THE Undersigned have received instructions from The Registrar, Supreme Court, to sell by Public Auction

ON  
FRIDAY, September 26, 1930,  
at 12 o'clock Noon,  
at their Sales Room,  
Duddell Street.

The Goods and Chattels of  
Metropole Hotel Annex of  
No. 7, Duddell Street.  
Terms:—As Customary.  
**LAMMERT BROS.,**  
Auctioneers.  
Hong Kong, September 23, 1930.

THE Undersigned have received instructions from The Registrar, Supreme Court, to sell by Public Auction

ON  
FRIDAY, September 26, 1930,  
at 12 o'clock Noon,  
at their Sales Room,  
Duddell Street.

The Goods and Chattels of  
A. and P. Leong Hingkee  
(Metropole Hotel) of  
No. 22, Ice House Street.  
Terms:—As Customary.  
**LAMMERT BROS.,**  
Auctioneers.  
Hong Kong, September 23, 1930.

THE Undersigned have received instructions to sell by Public Auction

ON  
MONDAY, September 29, 1930,  
commencing at 11 a.m.,  
at No. 3, Amal Villas, Kowloon.  
A Quantity of  
VALUABLE HOUSEHOLD  
FURNITURE

On View from Saturday, September 27, 1930.  
Terms:—Cash on Delivery.  
**LAMMERT BROS.,**  
Auctioneers.  
Hong Kong, September 24, 1930.

**SPORT NOTICES****HONG KONG JOCKEY CLUB.**

THE SEVENTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 27th September, 1930, commencing at 2 p.m.  
The first bell will be rung at 1.30 p.m.

**MEMBERS' ENCLOSURE**

Members are notified that they and their ladies must wear their badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 for Gentlemen and \$2 for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

**PUBLIC ENCLOSURE**

The price of admission to the Public Enclosure is \$1 for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, "Tie Tac men," &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,  
C. B. BROWN,  
Secretary.  
Hong Kong, 20th Sept., 1930.

**HONG KONG JOCKEY CLUB.****DRAFT PROGRAMMES and  
ENTRY FORMS for the  
EIGHTH EXTRA RACE MEETING**

to be held on FRIDAY, 10th October and on SATURDAY, 11th October, 1930 (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Entries CLOSE at 12 o'clock Noon on THURSDAY, 2nd October, 1930.  
Hong Kong, 19th Sept., 1930.

**NOTICE.****ANNUAL GENERAL MEETING.**

THE ANNUAL GENERAL MEETING of the Kowloon Football Club will be held in the Club Pavilion at 6 p.m. on TUESDAY, September 30, 1930.

By Order of the Committee.  
JAMES SMITH,  
Hon. Secretary.  
Hong Kong, September 23, 1930.

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See Page 11 for Details.

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**COCKTAIL TIME**

IS A

**BUSY TIME**

FOR

**SEAGER EVANS  
GIN.**

Quality Par Excellence.

Sole Distributors:—H. RUTTONJEE &amp; SON.



QUEEN'S present Bessie Love and Van and Schenck, in "They Learned About Women," a Metro-Goldwyn-Mayer new musical sound feature. Van and Schenck, the famous singing stars, with ten new song hits bring a bit of the life they have known as vaudeville performers and baseball players into the picture, enacting the roles of ball players who drift on to the stage to fill in the gap between seasons on the diamond. A talkie film.

CENTRAL features John Boles and Bebe Daniels in "Rio Rita," a colourful romance of spectacular scenes and hilarious comedy. The singing of John Boles is sheer ecstasy and Bebe Daniels plays her role in musical comedy with very creditable success. An appealing story, beautiful songs, and a splendid chorus make this film a strong rival to "The Love Parade." A talkie film.

MAJESTIC presents Clara Bow in "The Fleet's In!" a rollicking comedy with Clara in her best form of entertainment. A silent film.

As an additional attraction the theatre presents on the stage Eleanor Ninon and Leo Martin in "Gay Paree." Attractive songs and delightful dancing are the features of a splendid little entertainment.

STAR features Lillian Gish in "The Scarlet Letter." The picture has been staged on a lavish scale with a large cast of celebrities. As the little seamstress whose great love caused her to rise to almost angelic heights, Miss Gish gives a memorable performance. Consummate artistry marks every phase of her struggle against intolerance, and the climax holds one spellbound. A silent film.

WORLD presents John Gilbert and Greta Garbo in "Flesh and the Devil." Elaborate replicas of old German castles, a complete reproduction of the Berlin railway station and its trains, and other remarkable feats of screen construction make the picture so authentic that one would imagine it had actually been filmed in Europe. A silent film.

**SUPREMACY IN THE  
AIR.**Europe Ahead in  
Military Flying.**DOOLITTLE SAYS MUCH.**

St. Louis, Aug. 14.

The military air forces of the United States is excelled by those of European countries, Mr. James H. Doolittle, formerly a lieutenant in the U.S. Air Corps, said here after returning from a survey of Europe.

"Although we are considerably behind in military flying, our commercial aviation is on a par with that of the Europeans," Mr. Doolittle said.

Mr. Doolittle, after a three months' aviation survey of Europe, blames our loss of military supremacy to abandonment of air racing.

"The army stopped building racing planes in 1925 and since then we have not added a mile to the speed of our pursuit ships."

"The fastest planes we have today are the old ones which were constructed in 1925. But, the Italians and other countries have continued air racing activities and the lesson they learned has enabled them to surpass us."

**Fighting Plane.**

"Some of the European fighting planes can outfly the best we've got by 90 miles an hour. In commercial flying there is not a great deal of difference between here and abroad. 'Speed' of our lines perhaps gives us the inside track now."

"They are never in a hurry over there. There planes stop more frequently and allow the passengers more time than before resuming the flight than we do. Night flying with passengers has not been attempted," he said.

Starting at Athens, Greece, Mr. Doolittle and his party flew over nearly 8,000 miles of airways and visited 21 countries.

The survey was sponsored by the Curtiss interested in an effort to develop European markets for American manufactured planes.

Since leaving the U. S. Air Forces Mr. Doolittle had been connected with the aviation department of a large oil company.—United Press.

**Paris' Pet Papa.**

Victor McLaglen and Fifi D'Orsay in "Hot for Paris," the attraction at the Queen's from Friday.

**OVERLAND  
CHINA  
MAIL**

A WEEK'S PAPERS IN ONE.

LOCAL NEWS, CHINESE NEWS,  
and all the NEWS.The Weekly paper that saves you  
the trouble of writing Home.

A portrait of Sir Cecil Clementi, K.C.M.G., late Governor of Hong Kong and ex-Chancellor of the Hong Kong University, was unveiled by H.E. the Governor, Sir William Peel, K.B.E., C.M.G., in the Great Hall of the University, during the week. Later H.E. the Governor was asked by Mr. W. W. Hornell, Vice-Chancellor of the University, to open the new biological laboratory of the University. The generosity of friends in making this addition possible was dwelt upon by the speaker, it being mentioned that one Chinese had donated \$50,000. The OVERLAND CHINA MAIL contains a complete account of the ceremonies.

There have been several company meetings of considerable interest during the week. At one of them, a motion was approved for an additional share issue by the Dairy Farm, Ice, and Cold Storage Company, Limited. A motion to increase the fees of directors of the Hong Kong, Canton, and Macao Steamboat Company, also went into effect. The OVERLAND CHINA MAIL carries a full report of these meetings, together with the report presented to shareholders at a meeting of the Hong Kong and Canton Ice Co., Ltd.

A prosecution, described as the first of its kind, was brought by the Police against a Kowloon resident for unlawfully announcing or making public details of a lottery for jewellery prizes. The Police brought a second charge against defendant's son for announcing the lottery in a local Club, and, in fact, effected the arrest there. The OVERLAND CHINA MAIL contains full details.

The evil of street snatching appears to be on the increase, and some smart sentences have been meted out by the Magistrates during the week, one offender getting one year in prison and 24 strokes of the birch, and a second, who pleaded ineffectually for leniency, receiving five months, and 20 strokes. These and other local cases are fully reported in the OVERLAND CHINA MAIL.

It is now definitely established that the big local property deal exclusively announced in the OVERLAND CHINA MAIL a few weeks ago, has finally gone through. The Imperial Chemical Industries (China) Limited, already taken over the property at East Point formerly belonging to the China Sugar Refinery Co., Ltd. (in liquidation), although the actual purpose to which it will be put is not as yet divulged.

News from the North seems to indicate that the Manchurian troops have taken peaceful possession of Peking, thus deposing the short-lived regime of the Shansi war-lords. The OVERLAND CHINA MAIL contains all the latest despatches from this much-troubled area, together with comment by special correspondents on the spot.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of \$3.75 for three months, the "Overland China Mail" will be sent Home for you every week, by which to get news from the "Overland China Mail" has become the most popular weekly news budget, as it features from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters from Home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

**READY TO-MORROW**

Mail via Suez closes at 10.30 a.m., September 26,  
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## NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
S.S. "VENEZIA-I"	Oct. 1	Nov. 8
M.V. "HILDA"	Oct. 7	Oct. 18
S.S. "FEVERE"	Oct. 7	Oct. 18

Passenger Steamer with First & Second Class Accommodation due in Italy on the 14th November.

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TAIYO MARU ..... Sunday, 28th Sept. at 7 a.m.

CHICHIBU MARU ..... Thursday, 9th October.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIYO MARU ..... Wednesday, 22nd October.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

YASUKUNI MARU ..... Saturday, 4th October at 8 a.m.

HAKONE MARU ..... Saturday, 18th October at 7 a.m.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ..... Tuesday, 21st October.

KITANO MARU ..... Tuesday, 18th November.

SHIMBAI via Singapore, Penang, & Colombo.

† MALACCA MARU ..... Saturday, 27th September.

TANGO MARU ..... Saturday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

HEIYO MARU ..... Tuesday, 30th September.

SOUTH-AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU ..... Friday, 17th October.

NEW YORK, BOSTON via Panama.

† TOBA MARU ..... Tuesday, 7th October.

LIVERPOOL via Port Said, Suez, Constantinople, Genoa.

† LIMA MARU ..... Tuesday, 14th October.

CALCUTTA via Singapore, Penang & Rangoon.

† TOKUSHIMA MARU ..... Monday, 20th September.

† MUKORAN MARU ..... Wednesday, 8th October.

SHANGHAI, KOBE & YOKOHAMA.

† NAGATO MARU (Mojito direct) ..... Monday, 29th September.

TAMBA MARU ..... Monday, 29th September.

HAKOZAKI MARU ..... Friday, 3rd October.

† Cargo only.

For further information apply to: NIPPON YUSEN KAISHA

Telephone 30291. (Private exchange to all departments)

# O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore,

Colombo, Suez and Port Said.

ALASKA MARU ..... Friday, 10th October.

ATO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

BUENOS AIRES MARU ..... Friday, 3rd October.

SANTOS MARU ..... Friday, 31st October.

BOMBAY—Via Singapore & Colombo.

HAVRE MARU ..... Saturday, 4th October.

BORNEO MARU ..... Sunday, 15th October.

DURBAN, LOURENCO MARQUES, REIRA, DAR-ES-SALAAM, ZAN-

ZIBAR & MOMBASA—Via Singapore & Colombo.

CALCUTTA—Via Singapore, Penang & Rangoon.

BURMA MARU ..... Friday, 3rd October.

SEATTLE MARU ..... Saturday, 18th October.

VICTORIA, SEATTLE, TACOMA & VANCOUVER.

ARABIA MARU (from Shanghai) ..... Thursday, 2nd October.

MELBOURNE—Via Manila, Brisbane & Sydney.

BRISBANE MARU ..... Monday, 6th October.

SAIPHONG—Via Hanoi & Pakhoi.

NEW YORK—Via Japan ports & Panama.

SANYO MARU ..... Saturday, 25th October.

JAPAN PORTS.

GANGES MARU ..... Friday, 26th September.

KEELUNG—Via Swatow & Amoy.

HOZAN MARU ..... Sunday, 5th October, Noon.

CANTON MARU ..... Sunday, 12th October, Noon.

YAKAO—Via Swatow & Amoy.

TAKAO & KEELUNG.

KOHSO MARU ..... Saturday, 11th October.

For further particulars please apply to: OSANA SHOSHA SANKA

M. TAKEUCHI, Manager. Tel. 28061.

## WARSHIPS IN PORT

The following British warships

are in harbour to-day:

Caradoc—West wall dock.

Seraph—In dock.

Seamew—East wall.

Moth—In dock.

Geopoy—North arm.

Serapis—In dock.

Tamar—Basin.

## Foreign.

Adamastor—Portuguese cruiser.

Patra—Portuguese gunboat.

Helena—American cruiser.

McCormick—American gunboat.

Ming Sang—Chinese gunboat.

## NORWEGIAN WHALING EXPEDITIONS.

Forty Norwegian whaling expedi-

tions, carrying 10,000 men, are ex-

pected to leave for Antarctic waters

in the coming season.

The Norvegia will set out from

Cape Town probably in September,

and will sail right round Antarctica,

studying the movements of whales,

and making scientific observations.

It will not carry aeroplanes. One

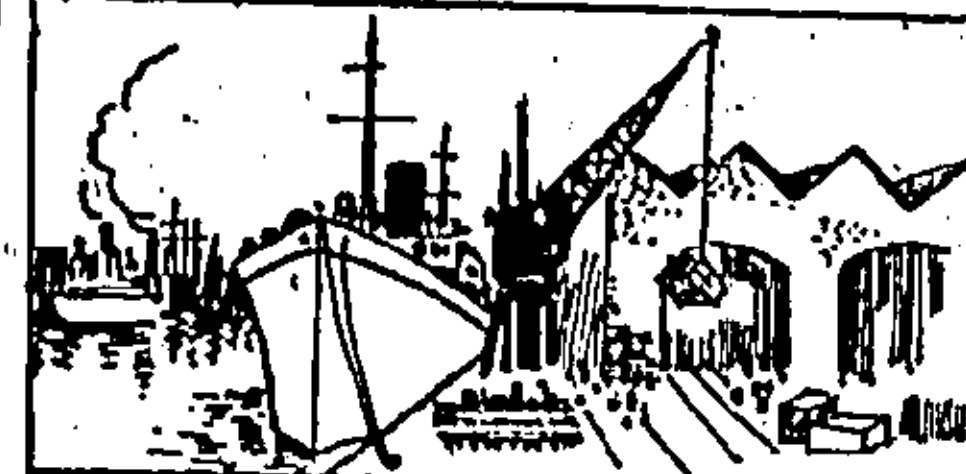
of the leaders of the expedition said

that he saw no reason against the

claiming land for Norway. If any

was found which did not belong to

other nations.



# Shipping Intelligence.

## CHINA MERCHANTS S.N. CO.

### Regulations for Its Reorganisation.

#### ORDERS FROM NANKING.

Nanking, Sept. 17.  
A mandate was issued yesterday by the State Council formally promulgating the Provisional Regulations governing the reorganisation of the China Merchants' Steam Navigation Company which was adopted at the 92nd meeting of the Council.

The Regulations consist of 13 articles in all and provide for the creation of a Reorganisation Committee composed of nine members to be selected and appointed by the State Council and a General Administration Office to be placed under the control of a Special Commissioner.

The Committee will be the highest deliberative and supervisory organ while the Administration Office will devote itself solely to the administration of the Company.

#### The Regulations.

Following is a full translation of the Regulations:

Article 1.—For the purpose of reorganising the China Merchants' Steam Navigation Company for development of navigation of the country and in compliance with a resolution adopted at the 2nd Plenary Session of the 3rd Central Executive Committee, the State Council shall specially establish a Committee which will be responsible for supervision and direction, and a General Administration Office to be placed under a Special Commissioner, which will take charge of the reorganisation and administration of the Company.

Article 2.—The following matters shall be decided upon at the meetings of the Committee:

1.—Formulation of navigation policies.

2.—Establishment and abolition of subordinate organs.

3.—Sanction of rules and regulations governing the appointment, dismissal, security of tenure and duties of the staff members.

4.—Increase of capital and the adjustment of matters relating to the shares of the Company.

5.—Examination and sanction of budgets and financial statements.

6.—Disposal of profits.

7.—Liquidation of debts owed by and to the Company.

8.—Conclusion and abrogation of contracts and agreements.

9.—Custody and habilitation of the properties of the Company.

10.—Other important matters.

Committee of Nine.

Article 3.—The Committee shall consist of nine members, to be selected and appointed by the State Council with one of the members designated as the Chairman.

Article 4.—The General Administration Office under the Special Commissioner shall administer all affairs pertaining to the reorganisation and administration of the Company.

Article 5.—The Special Commissioner may from time to time attend the meetings of the Committee to make reports on the business conditions of the Company and submit his recommendations.

Article 6.—The Committee shall have a Secretariat to take charge of all general affairs of the Committee; a General Auditing Department to take charge of the auditing of the receipts and disbursements of the Head Office, branch offices and other subordinate organs of the Company and all matters pertaining to the examination and preparation of budgets and financial statements; a Planning (Ways and Means) Sub-Committee to discuss and formulate plans for the financial rehabilitation of the Company.

The Chief Secretary, Secretaries, Chief of the General Auditing Department, members of the Planning Sub-Committee and all other subordinate staff members shall be appointed by the Committee.

Article 7.—The General Administration Office shall have a Secretariat and a number of Sections to take charge of all administrative matters of the Company. Appointment of the Chief Secretary, Secretaries, Sectional Chiefs, Directors of the Branch Offices and Heads of the various subordinate organs shall be considered and made by the Committee upon the recommendation of the Special Commissioner; other members of the staff will be appointed by the

Special Commissioner and reported to the Committee for record.

Foreign Experts.

Article 8.—The Committee may engage legal advisers for consultation and performance of all legal matters.

Article 9.—For navigation, accounting and other technical work, the General Administration Office may engage the services of foreign experts and specialists.

Article 10.—The Committee shall, once every half-year, submit to the State Council reports on the business and economic conditions of the Company as well as plans for its development.

Whenever necessary, the State Council may dispatch special deputies to make investigations and audit the accounts.

Article 11.—Regulations governing the organisation of the Committee, Rules governing the meetings of the Committee, Regulations governing the organisation of the General Administration Office and the Branch Offices together with Rules of Procedure, and the Rules governing the auditing of accounts shall be separately formulated.

Article 12.—For any matters not provided for in these regulations, the Committee may petition the State Council for necessary revisions.

Article 13.—These regulations shall come into force on the day of their promulgation. — Kuo Min.

## ARRIVALS OF SHIPS.

Tuesday, September 23.

Hellas, Norwegian str., 1,114 tons,

Capt. J. Davidson from Hol-

low, buoy No. C46.—Thoresen & Co.

Tetsuzan Maru, Japanese str., 1,241

tons, Capt. K. Murakami, from

Canton, buoy No. B53.—Wada Jimusho.

Toyo Maru No. 6, Japanese str.,

1,301 tons, Capt. Takeuchi, from

Swatow, buoy No. B50.—Wada Jimusho.

Wednesday, September 24.

Athelstan, British str., 5,259 tons,

Captain H. Jones, from Sama-

rang, Private Wharf.—Pure Cane Molasses & Co.

Binlang, Danish str., 1,725 tons,

Capt. H. Halling, from Hol-

low, buoy No. C39.—John Manners & Co.

Corona, Norwegian str., 1,953 tons,

Capt. E. Stormer, from Chin-

wangtao, Laichikok.—Dodwell & Co.

Dell Maru, Japanese str., 1,292

tons, Capt. E. Sanada, from

Canton O.S.K. Wharf.—O.S.K.

Emp. of Japan, British str., 15,725

tons, Captain S. Robinson,

C.B.E., R.D., R.N.R., from

Vancouver, Kowloon Wharf.—C.E.S.

Glenamoy, British str., 4,656 tons,

Captain C. E. Homan, from

Shanghai, buoy No. A3.—J. M. & Co.

Hang Sang, British str., 1,365 tons,

Captain L. H. Hutching, from

Canton, buoy No. B32.—J. M. & Co.

Heiyo Maru, Japanese str., 9,815

tons, Captain T. Goto, from

Osaka, Kobe and Moji, Kow-

loon Wharf.—N.Y.K.

Hin Sang, British str., 1,885 tons,

Capt. T. Grant, from Sanda-

kan, buoy No. B47.—J. M. & Co.

Mautatsu Maru, Japanese str., 2,234

tons, Capt. G. Kawakami, from

Dairen, buoy No. A27.—D.K.K.

Nagapore, British str., 5,283 tons,

Capt. F. McEwan, from Lon-

don Kowloon Wharf.—P. & O.

Pendopo, Dutch str., 2,665 tons,

Capt. A. Van Gogh, from Foo-

chow, Laichikok.—Standard Oil Co.

Saarbruecken, German str., 5,836

tons, Captain J. Myer, from

Manila, Kowloon Wharf.—Melchers & Co.

Suiyang, British str., 1,594 tons,

Capt. Allison, from Swatow,

buoy No. B13.—B. & S.

Taiyuan, British str., 2,109 tons,

Capt. R. Robertson, from Can-

ton, buoy No. B15.—B. & S.

Unda, British str., 879 tons, Capt.

R. H. Smith, from Balikpapan,

A.P.C. Wharf.—A.P.C.

Van Heutz, Dutch str., 2,749 tons,

Capt. J. Groothoff, from Swa-

tow, buoy No. A8.—J.C.J.L.

Yoshida Maru, Japanese str., 3,349

tons, Captain K. Uchida, from

Milke, buoy No. B51.—Y.K.K.

STEAMERS' MOVEMENTS

The P. & O. s.s. Kashgar left

Shanghai for this port on Sep-

tember 23 at 3.30 p.m., and is due

here on September 26 at about 5

a.m.

The Ben Line s.s. Renforlich

from Middlesbrough, Antwerp, London

and Straits left Singapore for

this port on September 24, and is

due to arrive here on September

25.

## MORE FOREIGN VESSELS.

### New Slump in British Shipbuilding.

From an analysis of Lloyd's Register returns for the quarter ended June 30 last, there emerge several disconcerting facts. Chief among these is the sharp decline in the amount of tonnage commenced in Great Britain and Ireland during the three months under review.

There has been a reduction of no less than 46 per cent. in the aggregate of new shipping begun, while the tonnage launched shows an increase of 35 per cent.

The significance of these figures is obvious. They mean that our shipyards, after the temporary boom which set in a year ago, are now becoming very short of work.

New contracts are scarce, and as the ships begun in the late boom are being launched in batches many berths have become vacant.

Another disquieting fact brought out by the returns is that the tonnage under construction abroad is now 14,736 tons higher than the figure at the end of March, whereas in British yards there



# P. & O.-British India Apcar and Eastern & Australian Lines

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QUEENSLAND PORTS, AND RED SEA, EGYPT,  
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S. S.	Tons	From Hong Kong About	Destination
KASHGAR	9,005	27th Sept.	Marseilles, London, Hull, Rotterdam & Antwerp.
MALWA	10,980	11th Oct.	Bombay, Marseilles & London.
MIRZAPUR	6,715	15th Oct.	Straits, Bombay & London.
KHYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
NAGPORE	5,283	15th Nov.	Marseilles, London & Antwerp.
KARMALA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,610	6th Dec.	Bombay, Marseilles, London, Hull, Rotterdam & Antwerp.
KALYAN	9,144	20th Dec.	Marseilles, London & Hull.
LAHORE	5,304	27th Dec.	Marseilles, London & Hull.
RANCHI	10,650	3rd Jan.	Bombay, Marseilles & London.
JEYPORE	5,318	10th Jan.	Marseilles, London & Hull.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.

\* Cargo only. \* Calls Capablanca.  
Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,940	3rd Oct.	Singapore, Penang & Calcutta.
TILAWA	10,006	23rd Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,018	12th Nov.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	3rd Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
NELLORE	6,853	31st Oct.	
TANDA	6,856	6th Dec.	

Regular monthly sailings from Hong Kong to Shanghai, and Japan  
and Hong Kong to Australia.  
The E. & A. S.S. Co., Ltd., steamers will also call at Iloilo,  
Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as in-  
ducement offers.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

	1939		
KHYBER	9,114	25th Sept. Noon	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	2nd Oct.	Amoy, S'hai, Moji, Kobe & Osaka.
NELLORE	6,853	7th Oct.	S'hai, Moji, Kobe, Osaka & Y'hama.
MOREA	10,064	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
KIDDERPORE	5,334	11th Oct.	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	20th Oct.	Shanghai, Moji, Kobe & Yokohama.
BENALLA	—	20th Oct.	Shanghai & Kobe.
TALAMBA	8,018	22nd Oct.	Amoy, Moji, Kobe & Osaka.
MACEDONIA	11,120	23rd Oct.	Shanghai, Moji, Kobe, & Yokohama.
LAHORE	5,304	5th Nov.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,610	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
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KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

\* Cargo only.

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
Passengers for Rangoon must defray their own Hotel expenses at  
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.  
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received  
at the Company's Office up to Noon on the day previous to sailing.  
For further information, Passage, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

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## NEW ZEALAND LINER IN CYCLONE.

Chief Officer Swept  
Overboard.

REMARKABLE COURAGE.

When the Shaw, Savill and Albion  
liner Tainui arrived at London from  
New Zealand ports with passengers,  
Captain Clifton Mogg, the com-  
mander, reported that six days  
after leaving Auckland on June 28,  
the vessel was struck by a 90 miles  
per hour cyclone, when Chief Officer  
Seddall was washed overboard and  
drowned, and five members of the  
crew were injured. Captain Clifton  
Mogg confessed that there were  
times during the cyclone when he  
thought the end had come. The  
seas were mountainous and the ves-  
sel was tossed about like a piece of  
driftwood. None of the passengers  
was injured, and all displayed re-  
markable courage during the period  
of danger.

### Captain's Story.

Captain Clifton Mogg, in the  
course of an interview, said:—"The  
accident occurred at 8.30 p.m. on  
July 4. Mr. Seddall, the chief offi-  
cer, was working at the head of his  
men at No. 3 hatch to secure the  
steel casings covering the refrigera-  
tor pipes, already damaged by heavy  
water, when an enormous sea swept  
across the ship. It took away the  
pipe casings, breaking the pipes,  
stove in a hatch, flooded the passen-  
ger accommodation, and washed all  
bands away. When it cleared off  
and we were able to take stock, it  
was found that five men were in-  
jured, two seriously, and Mr. Seddall  
was missing.

At this time the ship had crossed  
the path of a cyclone which had been  
carefully watched for 24 hours pre-  
viously. The wind, which had been  
blowing from the east with gale  
force all the previous night, shifted  
to the north at 3 a.m., placing the  
centre of the cyclone astern, but  
raising a very heavy sea. A heavy  
sea was shipped amidships at 1.10  
p.m., doing some damage and flood-  
ing the engineers' quarters. A very  
heavy sea was shipped at 5.25 p.m.,  
lifting off the refrigerator pipe  
casing at No. 3 hatch, with other  
damage. Oil was then streamed  
from the forward pipes, this being  
continued all night. At 8.30 p.m.  
the exceptionally heavy sea was  
shipped which took the chief officer,  
and watch away and stove in No. 3  
hatch, breaking the refrigerator  
pipes, etc.

It was considered too dangerous  
to round the ship to the sea then  
running, apart from the fact that  
it was quite dark and that the mis-  
sing man would by that time have  
been about three miles' astern.

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before September 19, 1930.  
No claims will be admitted after the  
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Goods remaining undelivered after the  
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All claims against the vessel must  
be presented to the undersigned on or  
before the 5th prox. or they will  
not be recognized.  
All broken, chafed, and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
25th inst. at 10 a.m. by our surveyors  
Messrs. Goddard & Douglas.  
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Repairs to the damaged hatch were  
effected under great difficulty by the  
second officer, Mr. Baker, and mem-  
bers of the crew. The ship con-  
tinued before the wind, but the  
squalls were almost continuous, and,  
in my estimation, at least 90 miles  
per hour. I think the oil had a  
good effect in keeping the sea from  
breaking on board.

One heavy sea was shipped at 5.30  
a.m. over the stern which did con-  
siderable damage on the after-deck  
steering down the door of the  
steering and flooding the third class.  
After this the force of the wind  
moderated as the centre was left  
behind, and no more water was ship-  
ped, wind and weather moderating  
quickly and enabling the ship  
gradually to come back to her proper  
course. The death of Mr. Seddall  
was a great shock to all on board,  
and the company has lost a loyal and  
valuable servant.

Mr. Seddall, who was a native of  
Northern Ireland, commanded a  
minesweeper during the Great War  
and was twice mined and his vessel  
blown up. Each time he was picked  
up safely. He had seen consider-  
able service in the Tainui. He  
resided at Blackheath.

## PASSENGER LISTS.

### ARRIVALS

Per s.s. Empress of Japan on  
September 24:—  
Mr. and Mrs. H. E. Goldsmith,  
Dr. and Mrs. R. G. McLean, Mrs.  
G. E. Costello, Mr. and Mrs. O. S.  
Storn, Mrs. A. L. Tyson, Mrs.  
A. M. and Miss E. M. Tatlow,  
J. H. Warning, Mr. and Mrs. H. H.  
Pommerenke, Miss H. E. Jones,  
Mr. and Mrs. G. W. Spragg, Cap-  
tain W. Davidson, Miss C. Duval,  
Miss B. E. Elliot, Mr. and Mrs.  
D. J. Lewis, T. Monaghan, Miss  
E. Samy, Mrs. A. and Miss  
Stevenson, A. Van Becheva, Mr.  
and Mrs. G. M. D. D. Wolf, C.  
Wallace, J. M. Alves, Mrs. P. M.  
Grey, Mr. and Mrs. Joe Knech,  
H. C. Kruse, Mrs. G. Little, Mrs.  
J. M. Lepas, Mrs. J. and Master  
J. A. Manning, Miss M. Manuk,  
Geo. Mitchell, Mrs. F. H. and  
Master V. H. Mody, G. H. Mason,  
Miss T. J. Pelling, J. W. Ramsden,  
D. Stewart, A. Wheeler, Miss E.  
Trapp, A. C. Davies, Mrs. W. R.  
Beckman, W. C. Davies, Mrs. W. R.  
D. E. Glover, Pipe Major W. C.  
Mackay, Miss J. Platz, Miss M. E.  
Rudd, Mr. and Mrs. C. W. Sheep,  
Miss J. Weldman, Miss K. Clause,  
Rev. A. Paschang, P. Lunche, T.  
Matsumoto, T. Dohi, R. Q. H.  
Harvey, S. Saito, Mrs. Barrers and  
Infant, Mrs. Z. Bedgasky, Capt.

September 25 to Oct. 1, 1930.

DATE	HIGH WATER	LOWER WATER
Sept.	Standard Times	Standard Times
Thurs 25	m 11 40 6.5	m 4 50 1.8
Fri 26	m 11 11 6.8	m 5 18 1.9
Sat 27	m 10 35 6.8	m 6 43 1.9
Sun 28	m 11 45 6.9	m 5 37 2.4
Mon 29	m 1 41 6.1	m 6 43 3.0
Tue 30	m 0 14 6.9	m 5 57 3.8
Wed 1	m 0 14 6.9	m 7 47 2.1
Thurs 2	m 3 8 4.5	m 9 8 2.4
Fri 3	m 0 49 6.8	m 8 28 2.6
Sat 4	m 1 49 6.8	m 11 3 2.6
Sun 5	m 3 7 6.4	m 12 13 2.4
Mon 6	m 1 49 6.8	m 10 13 2.4
Tue 7	m 3 7 6.4	m 12 13 2.4
Wed 8	m 1 49 6.8	m 10 13 2.4

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Pres. Grant, Tues. Oct. 21  
Pres. Cleveland, Tues. Nov. 4  
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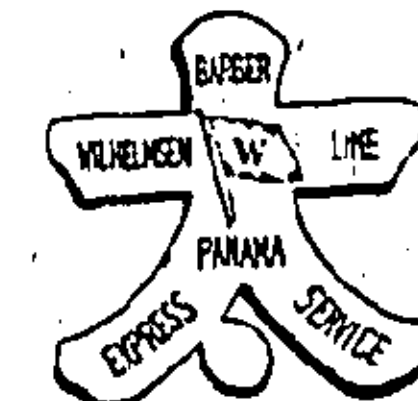
Fortnightly sailing on Sunday via Manila, Straits, Colombo,  
Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York  
and Boston.

Pres. Johnson, Sun. Oct. 5, 8  
Pres. Fillmore, Sun. Oct. 19, 8  
Pres. Wilson, Sun. Nov. 2, 8  
Pres. V. Buren Sun. Nov. 16, 8

### TO MANILA

Pres. McKinley, Sept. 27, 6 p.m.  
Pres. Grant, Oct. 11, 6 p.m.  
Pres. Jefferson, Oct. 7, 6 p.m.  
Pres. Lincoln, Oct. 21, 6 p.m.  
CANTON BRANCH:—4, SHA KEE STREET.

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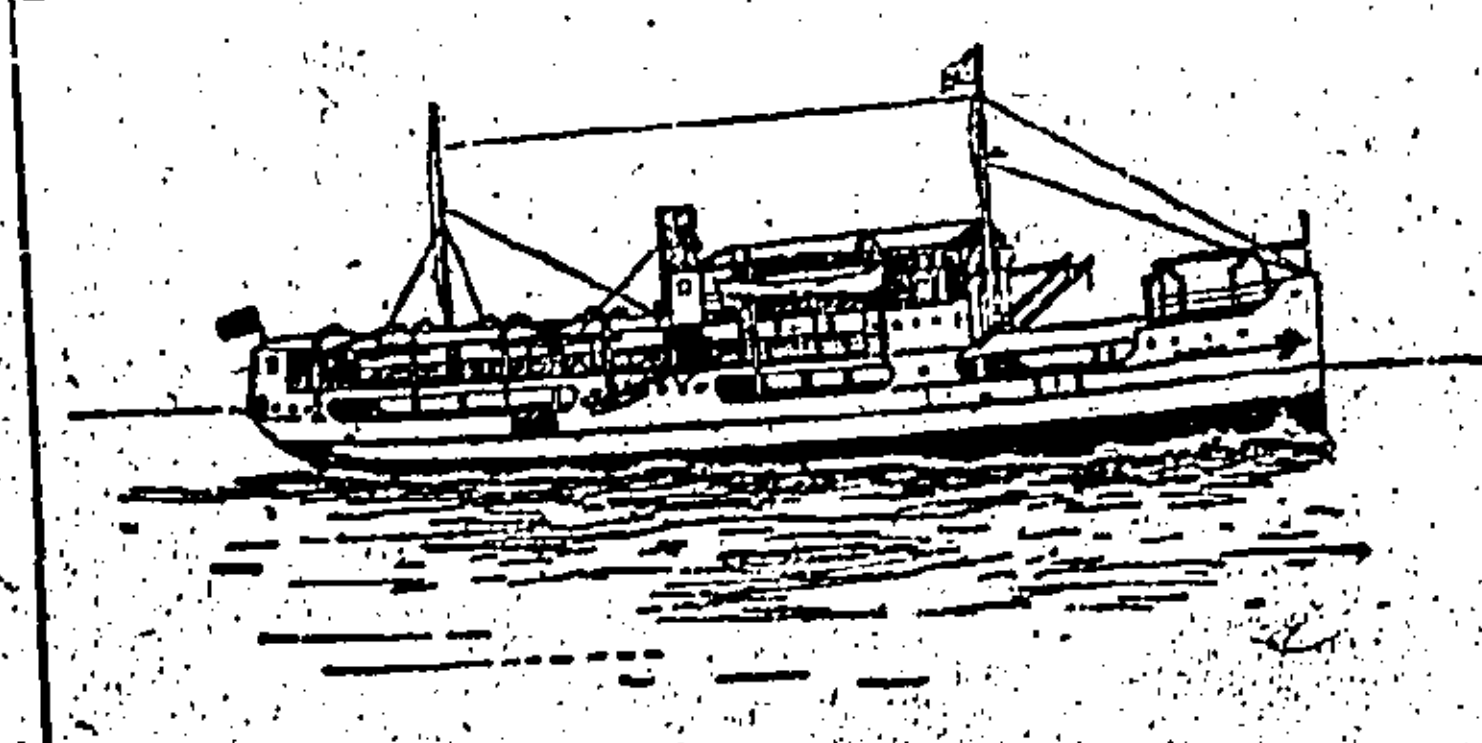
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TAIPING	14th Nov.	21st Nov.	4th Nov.	10th Dec.

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London Offices:—S. H. Bywaters Co., Ltd., 36-38, Southampton Street, Strand, W.C.2.

Hong Kong, Thursday, Sept. 25, 1930.

The theory of the gold standard rests on the principle that one metal is a "better" criterion for measuring values than two, since the fluctuations which occur by the substitution of one metal for the other are certain to be disturbing. There is the further difficulty that no ratio can be permanently fixed between two metals, as their values must vary with the alterations in production. The inherent simplicity and, so to speak, "naturalness" of the single standard is best realized by embodying it in gold, which is universally desired, of high cost and yet found in sufficient amount to discharge the money work of the standard. The verdict of history is appealed to as confirming the theoretic presumption, for gold has been gaining ground for a century to century. The struggles to reverse this process have only made it more pronounced. Most of the objections to the

Thus by directing consumption, States are controlling production, and therefore within limits—fixing the relative value of the two metals. This power has been shown in the stability of the ratio during the war.

A travelling trader named Chang, living at 29, Hing Loong Street, reported that about 5.30 this morning, whilst he was asleep, a foki came from him a purse containing \$5. The trader states that he woke the man, when he woke up being robbed, and a struggle ensued, but the foki escaped with money.

... Mrs. Macdonald was described as the wife of Mr. Macdonald Jardine's. We wish to express since regret for the error and any pain we may have caused by it.]

Baltimore, Yesterday.  
Mr. Maxwell Byers, President of the Western Maryland Railway, was found shot dead and Mr. Dudley Gray, Vice President, seriously wounded in the Company's board room. Mr. Gray died later.  
The two had been at loggerheads some time regarding certain matters in which the Company was involved. The argument developed into a furious revolver fight in which five shots were fired.  
Baltimore, later.  
The inquest on the bodies of Mr. Maxwell Byers and Mr. Dudley Gray will be held tomorrow. The jury came to the decision that Byers was shot dead by Gray then committed suicide.—Reuter.  
American Service.

Mr. Matthews, who is from England, is a

## BEACH PICNIC JOYS

[From Our Own Correspondent.]

To begin with, forthcoming events, towards the end of this month the Annual Sports, in connection with the local Government school, will be held on the C.R.A. ground. This is, usually a Spring event, but was postponed this year till the Autumn. Subscriptions for the prize fund have been collected from residents and visitors.

Arrangements have been made by members of several Hong Kong churches to hold another reunion on the Island. The main object of the meeting is "Power to the Church and its Members," commencing on Thursday, October 10. The visitors return to Hong Kong on Monday.

As regards past history, the chief social event was a beach picnic, termed by American friends a Weiner roast. Bonfires of lit and sausages were roasted on the ends of thin bamboo sticks. Buttered rolls took the place of plates and the "Hot Dog" was very brisk. Later, marshmallows were also roasted and added variety to the repast. One indulged in a moonlight drive and finished a very enjoyable evening with a sing song, in which all took part. On thanks due to Mrs. Ray and other members of the social Committee organised and worked hard to make this final event a success.

spite of the wet weather and departing of more than one behold, a service was held under the leadership of the Rev. J. Lewis, and in the morning closing meeting of the Adult Class was conducted by the J. C. Mitchell.

Yesterday the service was held in a more favourable connection and a thoughtful sermon delivered by the Rev. W. C. Smith, one of the recently arrived missionaries from the city of Nanaimo. Some report of their thrilling experiences have appeared in local papers.

**Late Arrivals.**  
 New late arrivals will be staying in this month, but the number of visitors is rapidly dwindling. Among the departures may be mentioned the Rev. Lowe and his wife, who will not be with us this summer, as they will be leaving for Shanghai. The Rev. and Mrs. ...

affray went off on an ex-  
Missionary tour to Borneo,  
a promising work has been  
among the wild tribes of  
land. Work is also being  
among the Chinese nearer  
ast

ing for next year has been and practically all the available funds have been taken. Improvements are being carried out on the recently purchased property and the work of tearing down the ruined Golf Club has commenced prior to the construction of a new bungalow on the site.

ly other houses will be before next Summer, as quite a revival of interest in this Summer resort season has passed without serious typhoon or accident. All boy ended up his holiday breaking a bone in his hand and others got a few cuts and bruises. To the departing ones we say good-bye and "we will see you again."

**LADY INJURED.**

Result of a collision between  
cycle and a motor lorry  
Reynolds, of 25, Prince  
Road, Kowloon, was taken  
to Hospital with minor  
injuries yesterday.

ent occurred in Nathan  
Salgon Street, when the  
to the Standard Oil Co.'s  
h was turning into the  
r of the motor cycle was  
earne, who resides at  
ard Road. Mrs. M.  
his sister) was on the

was thrown heavily to  
and received injuries  
and arms. Mr. Pearne  
about the arms and  
one foot being broken.  
cycle was totally

Years Ago.

e "China Mail" of  
ber 25, 1920.]

was forwarded to the two natty, silver cups suggested by him by the Committee of the programme of aquatic sports meetings. They have been for Mr. R. C. Wittell of the Club.



## FIGHTING THE FLAMES.

Foamite Put to Severe Tests.

## OIL PIT ON FIRE.

Science, with the advance of Father Time, has brought about a successful invention in the form of a fire extinguisher known as the Foamite Firefoam. Although this compact little fire fighting apparatus could be seen nearly everywhere in Hong Kong, it had until yesterday afternoon, never been demonstrated to the public.

The demonstration took place at 3.30 o'clock on the reclamation ground just at the rear of the Wanchai Fire Brigade before a large crowd of interested spectators, which included the Hon. Mr. E. D. C. Wolfe, Inspector General of Police, Mr. H. T. Brooks, Superintendent, Fire Brigade, and a large number of leading representatives from oil companies, steam ship lines, and industrial concerns.

A minor test with the aid of the hand extinguisher was first made on a pile of wood by Mr. P. Mathias, representative of the Foamite Firefoam, Ltd., London, an affiliate of the American La France and Foamite Industries, Ltd., represented in Hong Kong by Messrs. Dodwell & Co.

The pile of wood was set on fire and while it was blazing away merrily, the foam was turned on, and in less than five seconds, the mass of burning wood was enveloped in a thick foam and the fire completely extinguished.

**Spectacular Blaze.**  
A bath tub containing petrol was then set alight, and this was also successfully put out with the hand extinguisher. Then came the supreme test. A pit measuring 12 feet in diameter which had been filled with about 120 gallons of waste oil, petrol and kerosene, was then set on fire. The blaze was a spectacular one, and the volume of black smoke (mitted from the pit darkened Wanchai, but only for 22 seconds.

A hose shooting out foamite was turned on the blazing pit and as the foam spread over the lighted oily surface, the fire died down, and in 22 seconds, the big conflagration, which no amount of water could ever put out, was no more.

The hose was used in conjunction with a fire engine for the purpose of supplying water at 100 lb. pressure to the generator. One end of the hose was connected to the engine, and in the middle section was the generator. Into the top of the generator a huge funnel was affixed and as the water rushed through the generator it created a vacuum which caused suction down the funnel and, by means of pouring Foamite powder into the funnel, it was drawn into the water stream and ejected at the nozzle on to the burning object.

**Demonstration Convincing.**  
In effect, the water merely acts as a carrier for the powder. The powder falls on the flames and effectively extinguishes them by blanketing them with what can best be described as a layer of sticky mud six inches thick. Once the Foamite Firefoam hits it sticks and it is impossible for flames to exist.

The demonstration was altogether very convincing and it was certainly proved that fire has no chance against it.  
The powder is contained in tins, each of which holds 50 lb. and it took less than one tin to put the oil pit flames out. The generator demonstrated, which is model 15, can deliver 500 gallons of Foam per minute and takes 90 lb. of powder per minute.

**Portable and Flexible.**  
The apparatus for manual use is absolutely portable and flexible and is recommended for general use around factories, oil refineries, godowns, in ships, and wherever a large volume of Firefoam may be required, it may also be used as fixed generator installation with suitable pipe lines and Foamite delivery chambers for the protection of tanks, oil tankers and other special risks. Many oil companies here installed systems of this type for their refineries, oil tank farms, etc.

The Firefoam system of fire-fighting was first developed by the Foamite Laboratories and the apparatus and appliances are now manufactured in their works both in Britain and America.  
Messrs. Dodwell & Co., Ltd., in Hong Kong and their branches in various parts of China, are specialising on Foamite equipment and will be pleased to furnish any information desired.

A fatal accident, it is reported from Aberdeen, when a junk girl named Kwok, Chak-ai, 16 years old, was run over and killed by a motor bus belonging to the Aberdeen Bus Company. The accident occurred on the main road at Aberdeen, near the docks.

## ROUND THE CINEMAS

FIFI AND YOLA'S COMEDY SISTER ACT.

"HOT FOR PARIS."

One of the principal players in Raoul Walsh's new Fox all talking Movietone picture, "Hot For Paris," Yola D'Avril, appears as the sister of Fifi D'Orsay. Both are Parisiennes.

The completed cast for this rollicking, adventurous love story includes Victor McLaglen, Miss D'Orsay, El Brendel, Lennox Pawlo, August Tolaire, Charles Judels, George Fawcett, Eddie Dilton, Rosita Martini, Agostino Borgato, Polly Moran, Miss D'Avril, and a number of others, equally prominent on stage and screen.

Billy K. Wells, who wrote the dialogue for that previous big Fox hit, "The Cock-Eyed World," also wrote the dialogue for "Hot For Paris."

A number of rippling songs in this feature, which will come to the Queen's Theatre to-morrow were written and composed by Walter Donaldson and Edgar Leslie.

## "THE FLEETS IN!"

What do sailors do when on shore leave?  
"The Fleet's In!" starring Clara Bow, depicts in a novel manner what a large percentage of "lads" do the minute they touch shore after a long routine training cruise at sea.

The majority of the scenes in the picture will interest ex-Service men beyond their appeal as entertainment, for they will recall memories of those all-too infrequent hours on shore, away from the discipline of naval training.

"I found the most popular form of entertainment for sailors was dancing. The dancing ability of the sailor is traditional beginning from the time of the 'hornpipe.' The dance has undergone at transition in modern times and the sailors are just as adept at all the modern dances as anyone else. I also found that in nearly every sea-coast city, dance halls flourish for the entertainment of sailors on shore leave. I have incorporated all those things in Miss Bow's picture, and I believe we have reproduced these important incidents in the lives of our sailors with realistic atmosphere," said St. Clair, the director of this picture.

Miss Bow's role in her new picture is that of a dance hall hostess. It is her duty to encourage the sailors to buy as many dance tickets as possible. The role gives her opportunity to give vent to her characteristic mannerisms which have brought her to the highest pinnacle of screen fame.

James Hall and Jack Oakie have the leading parts opposite the star. They are the chief figures of an intense rivalry swirling about the red-headed hostess, and the subsequent climax is exciting to behold.

"The Fleet's In!" is shown at the Majestic Theatre daily at 2.30, 5.30, and 7.20, while at 9.20 p.m. it is shown in conjunction with the stage play, "Gay Paree," with the two noted French dancers, Eleanore Nimon and Leo Mantijn.

## OPIUM AGAIN.

WOMAN CONVICTED FOR POSSESSION.

A woman named Chan Kwai, and a youth named Yue Hon, stood charged at the Central Magistracy this morning with possession of both raw and prepared opium at 289, Queen's Road, Central.

Mr. F. X. d'Almada, jun., for the defence, entered a plea of not guilty on behalf of the youth, and guilty as regards the woman.  
Revenue Officer Grimmit, in answer to His Worship (Mr. R. E. Lindsell) said he was prepared to accept this, as inquiries showed that the youth had come down to the address from Macao only 24 hours previously. He did not think that the man could be implicated.

Second defendant was then discharged, and the woman fined \$500 or four months' jail for possession of the raw opium (18 taels) and \$300 or two months' jail on the prepared opium count (7 taels).

## CLUTCHING HAUL.

Stated to have lived in the Colony all his life, a Chinese laundryman appeared to-day before Mr. H. R. Butters, charged with the larceny of a purse containing 85 cents, the property of a compatriot. He pleaded guilty.  
Acting Police Sergeant C. E. Madgwick said that at about 7 o'clock last night the complainant was walking in Latchikok Road near the Ming-Sing Theatre, where it was very crowded. He felt a bump at his elbow and on turning round caught hold of the accused, who had taken the purse out of his pocket.

His Worship passed sentence of four months' hard labour.

## AUTHOR RECTOR DEAD.

Cleric Who Wrote Hundreds of Books.

## NOTED ANTIQUARIAN

London, Yesterday.

The death took place to-day at the Rectory, Barkham, near Wokingham, Berks, of the Rev. Peter Hampson Ditchfield, M.A., F.S.A., F.R.S.L., F.R.H.S., Hon. A.R.I.B.A., the well-known author and archaeologist.—Reuter.

[The Rev. P. H. Ditchfield had been Rector of Barkham since 1886. He was born at Westhoughton, Lancs, in 1854, and was educated at the Royal Grammar School, Clitheroe, and Oriel College, Oxford. He was ordained in 1878, and was appointed Grand Chaplain of Freemasons in 1917 and of Mark Masons in 1918.

He served with the Berks Yeomanry in 1917. He was the author of hundreds of books on all kinds of subjects, as the following titles of a few will indicate: "Romance of Mathematics," "The England of Shakespeare," "Old English Customs," "London's West-End," "Cathedrals of Britain," and "Handbook to Gothic Architecture." The great majority of his works were little better than well-written guide books, but he possessed a charming style and was an undoubted authority on antiquarian and folklore subjects. He was at one time Editor of the Journal of the British Archaeological Association and spent his leisure hours in arranging meetings, correcting proofs, lecturing, and for many years inspecting schools.]

## BAND CONCERT.

END OF SUCCESSFUL SERIES.

The sixth and final band concert at the Kowloon Football Ground last night, was a bigger success than ever. The Band of the 2nd Batt., the Argyll and Sutherland Highlanders provided a varied programme of music, and under the baton of Mr. C. S. Beat, A.R.C.M., gave selections ranging from Wagner's "The Ring" through Schubert's Unfinished Symphony, and a Hungarian Czardas, to the lighter compositions of Friml, and a selection of old favourites compiled by J. H. Squire.

The well-known Humoresque (Dvorak) also scored a big popular success, and Piper J. Anderson was seen to much advantage in a sword dance. Four members of the Band gave a Highland dance as an encore.

During the radio broadcasts Mr. J. Smith, secretary of the Kowloon Football Club, returned thanks to all those who had helped to make the concert a success.

## NEW ADVERTISEMENTS

## PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

ON THURSDAY, October 2, 1930, commencing at 11 a.m., at Mount Austin Barrack.

A Quantity of VALUABLE HOUSEHOLD FURNITURE

On View from Wednesday, October 1, 1930.

Terms:—Cash on Delivery. LAMBERT BROS., Auctioneers, Hong Kong, September 25, 1930.

## FOUND INCH JEMMY.

THIEF "INTENDED" TO THROW IT AWAY.

## LAPSE AFTER 20 YEARS?

Plea of "guilty" were tendered by Tan Kan (32) at the Kowloon Police Court this morning before Mr. H. R. Butters when charged with the following:—

(a) larceny of 3 bangles, a set of mah jongg, a penknife, and \$1.30 in money, the property of Shum Wing, widow of 6, Kai Yee Road, on September 23.

(b) larceny of \$3.20 in money, the property of Lau Sam, amah at the same address.

(c) larceny of a woollen blanket, the property of Yip Sui, gardener at 52, Cheung On Street, on September 21.

(d) possession of a "jemmy" in Sai Kung Road.

In connection with the fourth charge, the accused said that he picked it up in the street ten years ago, and he had an idea of throwing it away had the Police not arrested him!

Sub-Inspector A. H. Elston said that the accused was arrested in a pawnshop by a detective, after he had pawned the blanket. Accused had two girdles, and the jemmy was found in his possession. The total value of the stolen property in all the charges was \$85.

In reply to Mr. Butters, accused said that he had come down from Sun Tak over 20 years ago, and had been in Hong Kong since. His Worship convicted on all four charges and passed sentence of four months' hard labour on (a) and two months' hard labour on (b), the terms to run consecutively. Sentence of six weeks' hard labour was passed on (c) and (d), respectively, these terms to run concurrently.

## REDUCED WAGES.

LESS PAY FOR MINERS IN BELGIUM.

Brussels, Yesterday.  
An agreement has been reached whereby miners' wages will be reduced to four per cent. from October 5.—Reuter.

## PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 29th day of September, 1930, at 8 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Lai Chi Kok in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

## PARTICULARS OF THE LOT.

No. of Lots.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
1	Locality.	N. S. E. W.	ft. ft. ft. ft. about	\$
1	New Kowloon Island, West of New Kowloon Island, Lai Chi Kok.	ft. ft. ft. ft. about	As per sale plan, 15,000	500

## NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS, AND PHILIPPINES.

The Steamship, "BENGLOE"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and extra hazardous Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd October, 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 16th October, 1930, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st October, 1930, at 10 a.m. by Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents, Hong Kong, 25th September, 1930.

## NO TRIAL GIVEN.

CONSPIRING TO CREATE A FAMINE.

Riga, Yesterday.  
The Ogpu officially announce the execution without trial of 48 so-called "food specialists," alleging that they disorganised the food supplies and conspired to create famine conditions.—Reuter.

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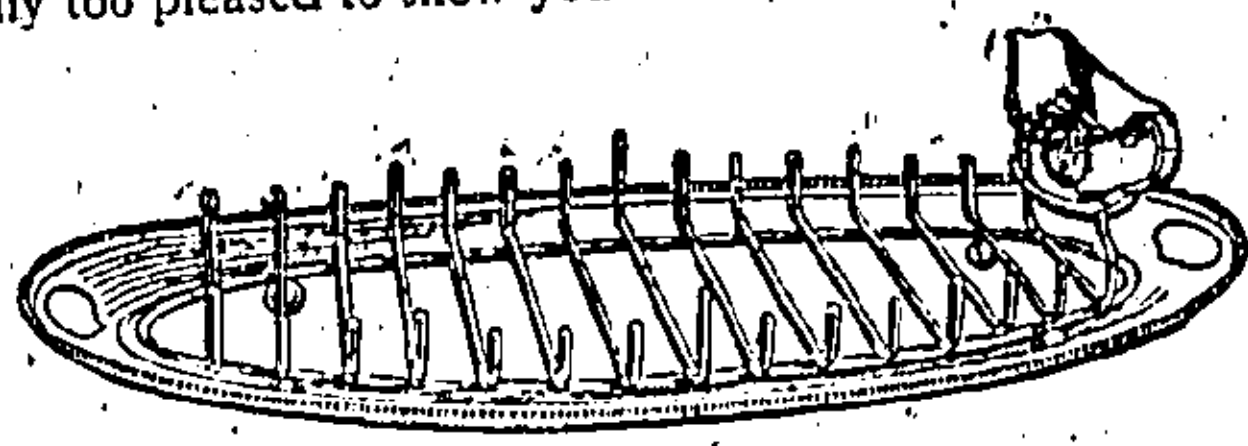
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## NIGHT GAMES.

SPORT BY ELECTRIC LIGHT IN NEW ZEALAND.

GREAT SPORTSMEN.

New Zealanders and Australians are passionately devoted to sports and games of all kinds, and a bigger proportion of the population actually plays or otherwise participates actively in seasonal athletics than perhaps anywhere else in the world. For instance, in Wellington, the capital city of New Zealand, with its hundred and odd thousand residents of all ages, there are about three thousand of the youth and manhood playing Rugby football every Saturday, two thousand soccer, and about a thousand hockey. In addition, there are several harrier clubs who have their weekly cross-country runs, besides a number of road-racing cyclists.

It is the same with the other large centres, Auckland, Christchurch, and Dunedin, and to a lesser degree with the provincial towns. A familiar feature of the newspapers, every Friday, is the page wholly given up to football fixtures and teams, set out in the smallest type. In summer almost—but not quite equal attention is paid to cricket, tennis, swimming, and athletics; it takes an international visit like that of the M.C.C. cricketers last season to rouse public interest in summer games to the pitch it reaches on any old football occasion. The information may be conveyed as discreetly as possible that the Turf occupies about twice the space daily in the newspapers than even football gets weekly, but that is a little weakness of the Antipodeans that they do not like to be too loudly noised abroad.

To accommodate all these players, if their matches were to take place simultaneously, would be quite impossible in any of our cities, even though some, like Wellington, have spent tens of thousands of pounds in making parks and recreation grounds. Thus it is customary to play the junior games first, starting at 1.30 p.m., and follow with the senior matches at 2.45 or three o'clock. All school games have to be played on Fridays. Even with all this double banking of grounds there is still a deficiency of accommodation, and the cities are faced with a further expenditure for more playing-fields. The position was not nearly so acute some years ago, before the introduction of the universal Saturday half-holiday, for there were Wednesday and Thursday matches then, according to the local custom.

Night Events.  
It was perhaps with this congestion of grounds on the only afternoon available as a constant factor in the problem of popular indulgence in the many games that some genius conceived the idea of working the more central playing-fields overtime by flooding them with high-power electric lights in the evening and opening them to athletics and games. The success of a military tattoo on a large scale at Newton Park, Wellington, a good many years ago had shown what could be done by floodlights at night, and an attendance of some thirty thousand on the slopes of a natural amphitheatre must have stirred the spirit of showmanship, by no means deficient in the Antipodes. At all events, the idea was progressively taken up in Wellington and elsewhere until even athletic and sporting events under the beams of suitably placed high-candle-power lamps have become a regular thing.

Of course there are difficulties with games like football, though they play soccer regularly in Auckland under the floodlight, and only a week or two ago there was quite a stir when two teams refused to play at night. They were tramway teams and playing at that time affected their work. On the whole, even by the admission of Aucklanders, it cannot be described after two seasons' trial as a brilliant success. The attendance averages only about a thousand. While in the genial weather of the Antipodean summer outdoor games are pleasant to watch in the evenings as of an afternoon, it is not so in the winter. Even Auckland feels the chill at this time of the year.

As for Rugby, no method of lighting has yet been devised that would enable the game to be played in proper style with high punts for a follow-up, line-enders, or place kicks. Floodlights are placed on high posts at different points round the playing area, and do effectively flood the field with light, but the upper air is still dark, and in any case the light can never be quite even, so that the game is subject to shadows. These remarks refer to actual games. For practice, however, floodlights have been in use for at least eight years past in all the three codes—Rugby, League (Northern Union), and Association. Some clubs use floodlight training as an adjunct to "shed work," but others have completely replaced the stuffy, dusty gymnasium by work out of doors on

## Sport Columns

### SPECTACULAR GOLF IN U.S.A.

Bobby Jones Defeats Canadian Opponents.

SPECTATOR STRUCK.

Ardmore, Penn., Yesterday.  
The thirty-two players including the solitary British representative, T. Perkins, who succeeded in the qualifying rounds opened the match play stages to-day. Bobby Jones, followed by a huge gallery, was in his usual devastating form. He was out in 33 and was 4 up on Somerville, the Canadian Champion at the ninth.

Bobby Jones beat Somerville 5 and 4.  
Lehman beat Perkins 3 and 1. Von Elm beat Hunter 6 and 5. Sweetser beat Finlay 2 and 1. Little beat Willing at the 20th. Kocsis beat Oulmet 3 and 2. Ardmore, Penn., Later.

A crowd of 10,000 following Bobby Jones to-day gave the course marshals, marines and State Police plenty of work to keep the course clear, to enable Bobby's opponent to play his shots. Jones teed off against another Canadian and though Bobby did not play his best golf he turned three up, after Hoblitzel had pleted up his ball at the second and seventh hole, thereby presenting the Atlantic with two holes.

The Canadian often out-drove Bobby, but was unable to contend with the accuracy of Jones's approach shots. At the twelfth Hoblitzel drove his ball into the crowd, hitting a spectator. The match ended at the fourteenth, where the Canadian was down in four, Jones missing a twelve-foot putt for a three, but winning the match by 5 and 4.

Other results were as follows:—  
Lehman beat Becker 6 and 5. Homans beat Little 4 and 2. McPhail beat Kocsis 6 and 4. Seaver beat Voigt 2 and 1. Coleman beat McHugh 3 and 2. Sweetser beat A. Hearn at the 19th.

McCarthy beat Von Elm one up. Reuter's American Service.

### BROOKLANDS RACES

HIGH SPEEDS ACHIEVED BY MOTOR CYCLISTS.

Rugby, Yesterday.

An average speed of 97.26 miles per hour was achieved at Brooklands to-day by A. Denley, who on an A. J. S. machine, won the 200 miles motor cycle race in the 500 miles C.C. class.

The winner in the 1,000 miles C.C. class was A. Dunn, riding a Horsman's Triumph. His speed was 94.32 miles per hour.—British Wireless Service.

The parks under the floodlights. So, in a sense, the artificial light has contributed to the form of the teams who have met the British Rugby tourists with definite success.

Dirt Tracks.

For some seasons past athletic meetings have been conducted in Wellington at least on many evenings during the summer under the floodlight, and attendances were most satisfactory until the more sensational broadside started as a definite commercial venture. The dirt track now quite holds the field as the most popular form of evening sport for the enthusiast, and in Wellington at the Kilbirnie Stadium the average attendances for the past two seasons, two meetings a week, have been about 10,000. Auckland has two dirt tracks, and there is one at Christchurch, and now one at Dunedin, running with equal success. Organized as purely commercial ventures, these are very much better run than the amateur athletic meetings, and the illumination from central lamps overhead is much superior.

Floodlight tennis has been in vogue in all parts of New Zealand for several years past and has been a definite success. No championship meetings of any consequence have been conducted at night as yet, but there are hundreds of public and even private floodlight courts, in the main centres of population. Swimming carnivals have also been held at night in open-air baths, but the climate of New Zealand is not that of Australia, and the temperature of the water and the general conditions there militate against the likelihood of these events ever becoming popular.

There are no restrictions on the use of electricity for these night games and sports. As most of the current used in New Zealand is generated by a few large hydro-electric stations, there is no particular call for economy and the authorities encourage the consumption for these purposes.

### ENGLISH LEAGUE ONLY DRAW.

Irish Again Doomed to Failure.

SHEFFIELD UNITED LOSE.

At Belfast yesterday the English and Irish Leagues met in the annual contest, the result being a draw of two goals each.

Of the 32 games played, the English League have won 28, the remaining four being drawn. The Irish League have yet to record their first victory. Goals—English League, 144; Irish League, 31.

In the First Division Sheffield United, playing at home, went down to Leicester by a couple of goals, completely reversing last season's game which Sheffield won by 7-1.

Two games were played in the Southern section of the Third Division, and both ended in draws. Results, as cabled by Reuter, and revised tables are as under:—

Division I.	
Sheffield U.	0 Leicester
Division III.—Southern.	
Brentford	2 Notts County
Torquay	3 Bristol R.

TABLES UP TO DATE.

Division I.					Goals.	
	P.	W.	D.	L.	F.	A.
Arsenal	7	5	1	0	24	9
Aston Villa	7	6	1	0	21	8
Derby Co.	7	4	3	0	16	7
Huddersfield	7	4	2	1	11	10
Leicester	7	4	2	1	11	9
Wednesday	7	3	3	1	10	7
Newcastle	7	3	2	2	18	12
Nottingham	7	2	4	1	12	10
Portsmouth	7	2	4	1	14	11
Leeds U.	7	3	1	3	19	17
Middlesbrough	7	2	3	2	15	14
West Ham	7	3	1	3	18	17
Sheffield U.	7	1	4	2	14	14
Chelsea	7	2	2	3	9	9
Blackburn	7	2	1	4	16	13
Bolton	6	2	1	3	15	15
Liverpool	6	2	1	3	15	21
Blackpool	7	2	1	4	16	26
Grimby	7	1	1	5	7	12
Manchester C.	7	1	1	5	10	20
Sunderland	7	0	3	4	10	21
Manchester U.	7	0	0	7	11	31

Division III.—Southern.

				Goals.		
	P.	W.	D.	L.	F.A.	
S	Notts C.	7	5	2	0	20
	Northampton	7	5	2	0	12
	Bradford	7	3	4	1	15
	Torquay	8	4	2	2	21
	Queens P.R.	7	4	1	2	17
	Crystal Pal.	7	4	0	3	18
	Swindon	7	4	0	3	16
	W. Ford	7	3	2	2	12
	Walsall	7	3	1	3	20
	Southend	7	3	1	3	16
	Gillingham	7	2	3	2	9
	Coventry	7	2	3	2	12
es	Fulham	7	2	3	2	12
rk-	Bristol R.	8	2	3	3	11
oun	Brighton	7	2	2	3	10
00	Exeter	7	1	3	3	7
	Bournemouth	7	1	3	3	7
	Clapton O.	7	2	1	4	12
	Luton	7	2	1	3	13
	Thames	7	2	1	4	9
a	Norwich	6	0	4	2	7
	Newport	7	1	0	6	6

### LOCAL GAME.

POLICE BEATEN IN A "FRIENDLY."

The Police played the Somersets in a friendly match yesterday, and were fairly comfortably beaten by 4 goals to nil. They started with only nine men, but the side was completed later.

The Somersets became two goals to the good early in the game, Troth and Baker being the scorers. Clarke, in the Police goal, was in good form, and defended stoutly.

Troth and Bull added two more in the second half, and the Somersets ran out easy winners.

### PING PONG LEAGUE.

Results in Senior Division.

Further matches in the Senior Division of the Ping Pong League have been played, resulting as follows:—

Eastern A.A. beat Hip Keung A.A.

Hip Keung A.A. beat Eastern A.A. by 19 to 16 games.

Chinese A.A. beat Saiwan College by 22 to 13 games.

South China A.A. beat Eastern A.A. by 26 to 9 games.

Saiwan College beat Hip Keung A.A. by 23 to 12 games.

Chinese A.A. beat Hip Keung A.A. by 28 to 7 games.

South China A.A. beat Saiwan College by 29 to 6 games.

Men's Singles Championship.

A further list of matches has been drawn up as follows:—

September 26—E. S. Ho v. Siu Sul-ching at the Chinese Catholic Club.

September 27—Wong Chiu-kwai v. Mok Hing-woon at the Chinese Catholic Club.

October 1—Chan Chu-yut v. Lai Pul-lum at the Chinese Catholic Club.

October 2—Chan Yuet-fat v. Chang Sum-chuen at the Chinese Catholic Club.

October 3—Chan Yuet-fat v. Chang Sum-chuen at the Chinese Catholic Club.

October 4—Chan Yuet-fat v. Chang Sum-chuen at the Chinese Catholic Club.

October 5—Chan Yuet-fat v. Chang Sum-chuen at the Chinese Catholic Club.

October 6—Chan Yuet-fat v. Chang Sum-chuen at the Chinese Catholic Club.

October 7—Chan Yuet-fat v. Chang Sum-chuen at the Chinese Catholic Club.

October 8—Chan Yuet-fat v. Chang Sum-chuen at the Chinese Catholic Club.

October 9—Chan Yuet-fat v. Chang Sum-chuen at the Chinese Catholic Club.

## RUGBY FOOTBALL.

A READER'S PLEA FOR NEW CLUB.

QUESTION OF GROUND.

[To the Editor of "China Mail."] Sir—It is rather surprising to find that in a Colony of this size that there is only one rugby club. The season is made up of a series of matches played between the Services and the Hong Kong Football Club (Rugby Section). This content, is verging on the ridiculous side as there are many young fellows in the Colony who would welcome the slightest opportunity for a game.

The Hong Kong Football Club has too large a roll of members to guarantee the enthusiasm that he has joined for. He is thus left out in the cold, and his keenness dies a reluctant death. I feel that something should be done about this. Is it not possible for another Club to be formed? The question of a ground immediately crops up, but surely an attempt at an affiliation with some Association football club might produce the desired results.

Interest in the game is by no means lacking, but it would certainly be strengthened by the advent of a new opposition. Perhaps some of your numerous readers may be able to forward some useful suggestions.—Yours, etc.

Touch Down.

Hong Kong, September 25.

## AQUATIC SPORTS.

HONG KONG OBTAINS CHAMPIONSHIP CUP.

EXHAUSTED COMPETITORS.

Canton, Yesterday.  
The third and last day of the 3rd Kwangtung Provincial Aquatic Sports was held yesterday at the Chin Woo Athletic Association's Tungshan.

1,000 Metres.

Ten motor boats were employed to convey the 60 contestants for the 1,000 metres event, which started from the Chung Law Tai Chu, an island off Tungshan. Swimmers had to swim against the tide while the heavy wind also caused the waves to run high, with the result that after swimming some 250 metres more than ten had to give up and were taken up by the boat of the Bureau of Public Safety. More enterprising contestants continued to swim the remaining 700 metres, but only 20 got back, the rest were much too exhausted to brave the tide. Chan Chun-hing of the Fukien Athletics, Hong Kong, came in first, making the whole distance in 27 mins. 33 4/5 seconds. Phang Yu-kwong was second, while the third was Wong Tack-mong, all members of the Fukien Athletics.

Exhibition.

The next event which attracted the greatest interest was the exhibition plunge in which seven of Hong Kong's best swimmers took part. Among those taking part were two lads both under 13 years whose daring feats drew great applause from the spectators.

Water Polo.

Much to the disappointment of the public, the two best polo teams of Hong Kong, namely South China and Chinese Athletics did not meet during the three days of their stay in Canton. A match between Chinese Athletic versus Rest was played yesterday afternoon with the Chinese Athletic coming out last, being bested by the Rest with 3 goals to 1.

Championships.

The championship for the best team was awarded to the South China Athletic Association of Hong Kong whose boys as well as girls' teams obtained the highest points in the various events throughout the three days sport.

The individual male championship was taken by Chan Chun-hing, of the Fukien Athletic Association, also of Hong Kong.

The Misses Yeung Sow-khing and Wong Shuk-hing of the South China and the Chinese Athletics drew for the ladies' championship, both having 9 1/2 points to their credit. As seen from this, Hong Kong took all the prizes, evenly distributing each event between the three Clubs, excepting the South China who obtained besides the ladies' championship, the team cup.

The following are the results of the three days' events, showing the score of each club and individuals:—

Club: Male Section—South China 20 points; Fukien Athletics 17 points; Wah Yan 11 points.

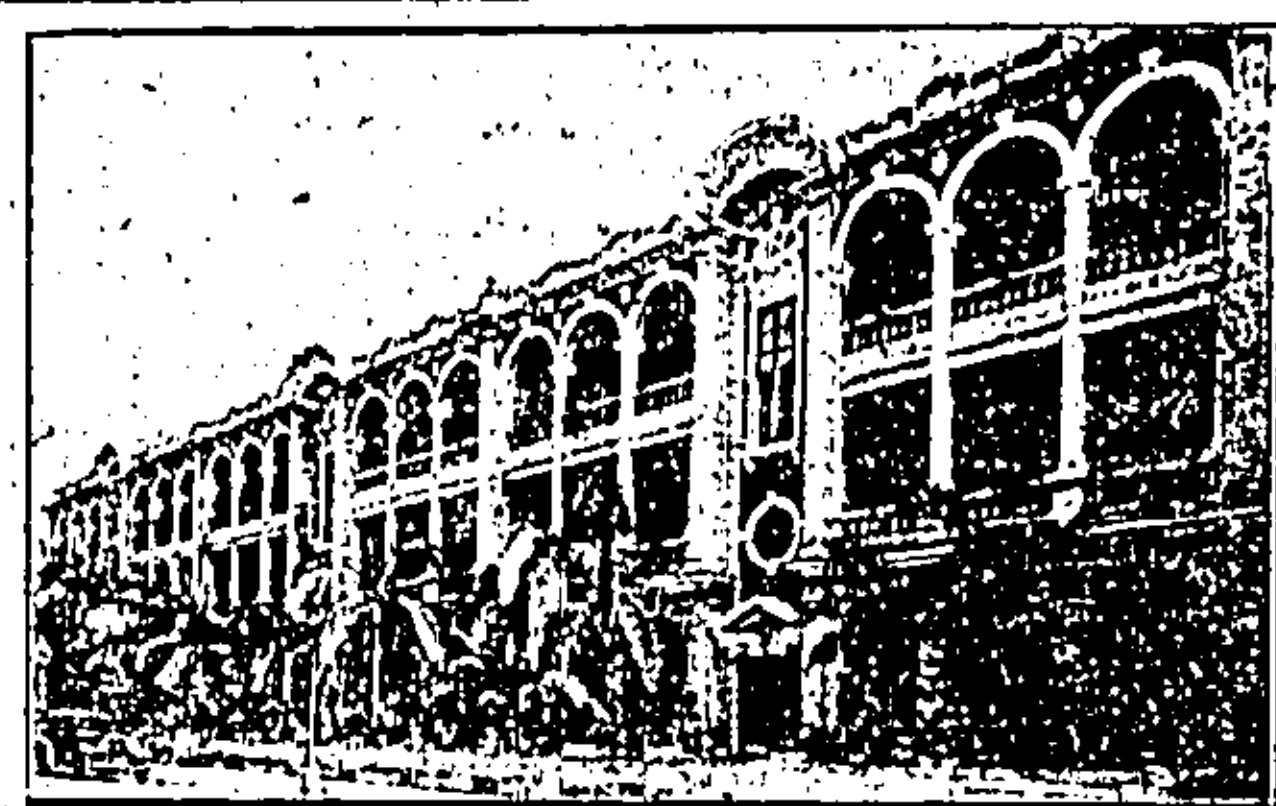
Ladies Section: South China 17 1/2 points; Chinese Athletics 13 1/2 points; Wah Yan 3 points.

Individual: Chan Chun-hing (Fukien Athletics) 12 points.

Yeung Sow-khing (South China) and Wong Shuk-hing (Chinese Athletics) shared the championship for the ladies section both scoring 9 1/2 points.—Canton Gazette.



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### POST OFFICE NOTICE.

On and after Wednesday, October 1 the entrance to the Parcels Delivery Section of the General Post Office will be in Des Voeux Road opposite Messrs Whiteaway & Laidlaw's Store.  
Parcels for posting at the General Post Office should still be handed in, as at present, over the counter in the Public Hall.

### INWARD MAILS

From THURSDAY SEPTEMBER 25.  
Manila via Suez (Letters & Papers, London, Aug. 28 & Parcels, Aug. 21) Khyber.  
FRIDAY, SEPTEMBER 26.  
Japan, Shanghai and Europe via Siberia (London, Sept. 6) Kashgar.  
U.S.A., Canada, Japan & Shanghai (Seattle, Sept. 6) President McKinley.  
SUNDAY, SEPTEMBER 28.  
Shanghai and Amoy Tjibadak.  
TUESDAY, SEPTEMBER 30.  
Saigon Porthos.  
Java Tjipordok.  
Japan and Shanghai G. Metzinger.  
Shanghai Patroclus.  
Straits Cremer.

### OUTWARD MAILS

For THURSDAY, SEPTEMBER 25.  
Swatow Hydrangea 3 p.m.  
Amoy and Japan Sui Sang 5 p.m.  
FRIDAY, SEPTEMBER 26.  
Hoihow, Pakhoi and Haiphong Limchow 8.30 a.m.  
Shanghai, Japan and Europe via Siberia Khyber 10.30 a.m.  
Swatow, Amoy & Foochow Hai Yang 1 p.m.  
Haiphong Canton 1.30 p.m.  
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Kashgar (Due Marseilles, Oct. 25.)  
K.P.O. G.P.O.  
Parcels Sept. 26, 4.30 p.m. Registration Sept. 27, 9 a.m. Letters Sept. 27, 10.30 a.m.  
SATURDAY, SEPTEMBER 27.  
Japan, Honolulu, U.S.A., C. and S. America and Europe via San Francisco Taiyō Maru (Due San Francisco, Oct. 22.) Registration Sept. 27, 4.15 p.m. Letters Sept. 27, 5 p.m.  
Shanghai and Europe via Siberia Taiyō Maru Registration Sept. 27, 5 p.m. Letters Sept. 27, 5 p.m.  
Manila President McKinley 4.30 p.m.  
Foochow via Swatow Wai Shing 5 p.m.  
Amoy Anking 5 p.m.

\* Superadded correspondence only.

### AN IMPROMPTU BULL-FIGHT.

Bull And Matadors in Trouble.

#### EXPENSIVE NIGHT OUT.

An impromptu bull-fight, in which a man was the bull, staged in the Plaza Los Angeles, in the central part of Mexico City, led to a hospital bed for the "bull" and calls for the matadors, says the Paris New York Herald.

Six men, all said to have been drinking, decided to arrange a bull-fight in the Plaza. They procured regulation capes, darts, etc., and when the police were called the man playing the part of the bull had several darts sticking into his flesh.

He was taken to hospital in a critical condition. The five other men were sent to prison.

### INTERNATIONAL AT THE V.R.C.

Second Series of Championships.

#### SATURDAY'S FETE.

The second series of the Hong Kong swimming championships are the main items on the programme of the V.R.C. night fete on Saturday. The contests for the diving, 220 yards and backstroke titles are down for decision.

In the diving, competitors are required to do three plain swallow dives from the second and top platforms of the tower and one fancy dive from either the spring-board or the platform.

The handicap races include events for members, ladies and boys while a team race between members will also be organised. The water-polo match should provide great interest, as it takes the form of an international, the teams being representative of England and Portugal.

### BASEBALL.

RESULTS OF LEAGUE GAMES IN AMERICA.

New York, Yesterday.  
The following are the results of the games played in the National and American Leagues:  
National League.  
Philadelphia 6 Brooklyn 3  
Pittsburgh 5 Cincinnati 1  
American League.  
Boston 6 Washington 3  
—Reuter's American Service.

### CRICKET.

HANDSOME GIFT FOR SOUTH AFRICANS.

The M.C. has given £1,000 to the South African Cricket Association in appreciation of the sporting spirit displayed by the South Africans in their tour of England last year.

In gratefully accepting the gift, the South African Cricket Board has shown its appreciation by inviting a prominent member of the M.C.C. committee to accompany the M.C.C. team to South Africa in October in an unofficial capacity as the guest of the South African Association.

#### A DISCLAIMER.

(To the Editor of the "China Mail".)  
Sir,—With reference to your report appearing in your issue of last evening under the heading "Chinese Footballer in Trouble" wherein it was stated that Tse Kiu-shun, the accused, was a member of one of the South China Football teams last season, I am directed to state that the said Tse Kiu-shun was not a member of this Association and has never represented this Association in any of its athletic activities.

Yours, etc.,  
WONG KA TSUN,  
Hon. Gen. Secretary.

### LOCAL TEAMS FOR SATURDAY.

Kowloon Football Club in Action.

#### CRICKET AND HOCKEY.

The following will represent the Kowloon 1st XI versus the Argyll and Sutherland Highlanders on the Kowloon Football Club ground on Saturday, September 27. Kick off at 4.45 p.m. sharp: Gurevitch; C. Pile; Gillett; Bliss; Patterson; Downman; Eastman; McKelvie; Simpson; Janson and Bickford.

Reserves: Moss and Spary.  
The following will represent the Kowloon 2nd XI versus the Argyll and Sutherland Highlanders on the Kowloon Football Club ground on Saturday, September 27. Kick off at 3.15 p.m. sharp: Angus; Hawke; Penny; Sullivan; Hast; Seddon; White; Reid; Cotton; Everest and Parkinson.  
Reserves: Brown and Ferguson.

#### UNIVERSITY CRICKET.

The following will represent the University 1st XI in a friendly match against the I.R.C. 1st on the I.R.C. ground on Saturday, 27th inst., at 2 p.m. sharp: D. J. N. Anderson (Captain), A. Baker, Dr. L. T. Ride, Dr. D. K. Samy, Dr. M. B. Osman, A. M. Rodrigues, F. Hiptoola, A. B. Suleiman, K. P. Gan, A. Chan Fook, A. S. A. Kyum.

Reserve:—A. T. Nomanbhoy.  
The following will represent the University 2nd XI in a friendly cricket match against the I.R.C. 2nd at Pokfulam on Saturday, the 27th inst., at 2 p.m. sharp: K. T. Loke (Captain), A. A. Aziz, G. E. Yeoh, P. L. Tan, A. T. Nomanbhoy, H. Nomanbhoy, R. Leong, W. Hunt, M. Yayahyaboy, E. Gosano, P. N. da Silva.  
Reserve:—Leo Choa.

#### UNIVERSITY HOCKEY TO-DAY.

The University have arranged a friendly hockey match for this afternoon against the Indian R.C. on the Marina ground, Kowloon, commencing at 5.15 p.m.

The players to represent the University team have been selected as follows: A. B. Suleiman, (Capt.), S. C. Ho, W. A. James, K. T. Loke, J. G. Gutierrez, P. N. da Silva, E. L. Foo, E. K. Foo, E. H. Ong, R. Leong and H. E. M. Adams.

### EXCHANGES.

#### TO-DAY'S QUOTATIONS.

On London—  
Bank, wire ..... 1/3 3/4  
Bank, on demand ..... 1/3 3/4  
Bank, 4 months' sight 1/3 3/4  
Credits, 4 months' sight 1/4 7/16  
Documentary, 4 months' sight 1/4 9/16  
On Paris—  
On demand ..... 812 1/2  
Credits, 4 months' sight 852 1/2  
On New York—  
On demand ..... 31 1/2  
Credits, 60 days' sight 33  
On Bombay—  
Wire ..... 88 1/2  
On demand ..... 88 1/2  
On Calcutta—  
Wire ..... 88 1/2  
On demand ..... 88 1/2  
On Singapore—  
On demand ..... 56 1/2  
On Manila—  
On demand ..... 64 1/2  
On Shanghai—  
On demand ..... Tls. 79 3/4  
Dollar ..... 7 1/2 dis.  
On Yokohama—  
On demand ..... 64 1/2  
Sovereigns (Bank's buying rate) 1/4 3/8  
Silver (per oz.) 16 1/2  
Bar Silver in Hong Kong ..... Par.  
Copper Cash ..... Nominal.  
Copper Cents ..... 3 1/2 prem.  
Rate of Native Interest ..... 3 1/2 p.a.  
Chinese Sub. Coin ..... 24 1/2 dis.  
Hong Kong Sub. Coin Par.

#### LONDON EXCHANGES

Rugby, Yesterday.  
Paris ..... 123.76  
New York ..... 4.36 1/16  
Brussels ..... 34.86 1/2  
Geneva ..... 25.05 1/2  
Amsterdam ..... 12.05 1/2  
Milan ..... 92.08  
Berlin ..... 20.40 1/2  
Stockholm ..... 18.09  
Copenhagen ..... 18.16  
Oslo ..... 18.16 1/2  
Vienna ..... 34.43 1/2  
Prague ..... 163 1/2  
Helsingfors ..... 123 1/2  
Madrid ..... 45.40  
Lisbon ..... 108 1/4  
Athens ..... 375  
Bucharest ..... 816  
Rio ..... 5 3/32  
Buenos Aires ..... 40 3/4  
Montevideo ..... 40  
Bombay ..... 1/5 3/4  
Shanghai ..... 1/7 3/4  
Hong Kong ..... 1/3 3/4  
Yokohama ..... 2/0 7/16  
Silver Spot & Forward ..... 17 1/2  
—British Wireless Service.

### HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 25th Sept., 1930.

STOCK	Buyers	Sellers	Size	Price	Pin	Last dividend and when paid
<b>Banks.</b>						
Hong Kong Bank	1510	1517 1/2	1510	1510	Dec.	[Interim 2 1/2 a/c 1930 ex. 1929-30] Aug. 11, 30
Chartered Bank	...	...	...	...	Dec.	[Interim 7 1/2 a/c 1930 ex. 1929-30] Sep. — 30
Mercantile Bk., Ltd.	...	...	...	...	Dec.	[Int. 2 1/2 a/c 1930 ex. 1929-30] Sep. — 30
Bank of Asia	110	...	...	...	Dec.	[Int. 2 1/2 a/c 1930 ex. 1929-30] Feb. 28, 30
<b>Insurance.</b>						
Canton Ins.	1030	...	...	...	Dec.	[Final 4 1/2 a/c 1929-30] May 15, 30
Union Ins.	...	...	...	...	Dec.	[Final 1 1/2 a/c 1929-30] May 30, 30
China Underwriters	2.50	...	...	...	Dec.	[Final 2 1/2 a/c 1929-30] May 30, 30
China Fire Ins.	100	...	...	...	Dec.	[Final 2 1/2 a/c 1929-30] May 30, 30
H. K. Fire Ins.	1070	...	...	...	Dec.	[Final 2 1/2 a/c 1929-30] Mar. 35, 30
<b>Shipping.</b>						
Douglases	28 1/2	...	...	...	Dec.	Last dividend for 1929-30
H. K. Steamships	25 1/2	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 4, 30
Indo-China (Pref.)	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] June 10, 30
Shell Transports	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] July 8, 30
Union Waterboats	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 10, 30
<b>Mining.</b>						
Benguet	...	...	...	...	Dec.	[Interim 10 cents a/c 1930 ex. 1929-30] June 30, 30
Kailan Mining Ad.	...	...	...	...	June	[Interim 1 1/2 a/c 1930 ex. 1929-30] June — 30
Langkat	...	...	...	...	Oct.	[Int. 1 1/2 a/c 1929-30] May 8, 30
Shai Exploration	1.30	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] July 1, 30
Loans	...	...	...	...	Dec.	[First interim 1 1/2 a/c 1930 ex. 1929-30] Sep. 30, 30
<b>Docks, Wharves, Godowns, &amp;c.</b>						
H. K. & W. Wharves	160	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 15, 30
H. K. & W. Docks	35	...	...	...	Dec.	Last dividend for 1929-30
China Provident (old)	...	...	...	...	Dec.	Last dividend for 1929-30
China Provident (new)	2.60	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Apr. 7, 30
Hongkew	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Aug. 8, 30
N. Engineering	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] July 31, 30
Shanghai Docks	110	...	...	...	Apr.	[Int. 1 1/2 a/c 1929-30] May 7, 30
<b>Lands, Hotels &amp; Buildings.</b>						
H. K. & S. Hotels	11	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Apr. 7, 30
H. K. Lands C/R	78 1/2	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Aug. 8, 30
" X/R	75 1/2	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Aug. 8, 30
" Rights	131 1/2	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Aug. 8, 30
Shanghai Lands	308	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] July 31, 30
Humphreys	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] May 7, 30
H. K. Realities	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Sep. 4, 30
Chinese Estates	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] July 31, 30
<b>Cotton Mills.</b>						
Ewo Cottons	12.00	12.70	12.70	...	Dec.	[Final 2 1/2 a/c 1929-30] Mar. 17, 30
Shanghai Cotton	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] May 28, 30
Zoeng Sings	...	...	...	...	June	[Int. 1 1/2 a/c 1929-30] Oct. 11, 30
<b>Public Utilities.</b>						
H. K. Tramways	18	18.30	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Aug. 27, 30
Peak Tram (old)	18.60	...	...	...	Apr.	[Int. 1 1/2 a/c 1929-30] June 18, 30
" (new)	9.60	...	...	...	Apr.	[Int. 1 1/2 a/c 1929-30] Feb. 14, 30
Star Ferry	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] May 13, 30
China Light (old)	25	25 1/2	...	...	Sept.	[Int. 1 1/2 a/c 1929-30] Mar. 13, 30
" (new)	10 1/2	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 13, 30
H. K. Electric	78 1/2	78 1/2	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 13, 30
Macao	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 13, 30
Sandakan Light	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 13, 30
H. K. Tels. fully paid	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Aug. 1, 30
H. K. Tels. part paid	22.10	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Feb. 26, 30
China Bus	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Feb. 26, 30
S'port Tractors (Ord.)	...	...	...	...	Sept.	[Int. 1 1/2 a/c 1929-30] Feb. 6, 30
" (Pref.)	...	...	...	...	Sept.	[Int. 1 1/2 a/c 1929-30] Feb. 6, 30
<b>Industrials.</b>						
China Sugars	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Apr. 11, 30
Malayan Sugars	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Apr. 11, 30
Cald. Macg. Ord.	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Apr. 11, 30
" Pref.	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Apr. 11, 30
Canton Ice	...	...	...	...	July	[Int. 1 1/2 a/c 1929-30] Apr. 11, 30
Cements (com.)	17.80	17.90	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 19, 30
" (old)	11.85	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 19, 30
" (new)	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 19, 30
H. K. Ropes	11.10	11 1/2	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 19, 30
United Asbestos	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 19, 30
<b>Stores, &amp;c.</b>						
Dairy Farm C/R	20 1/2	20.70	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 14, 30
" X/R	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Mar. 14, 30
Wauons	...	...	...	...	Oct.	[Int. 1 1/2 a/c 1929-30] Mar. 14, 30
Der A Wings	...	...	...	...	Oct.	[Int. 1 1/2 a/c 1929-30] Mar. 14, 30
Lanc Crawfords	...	...	...	...	Feb.	[Int. 1 1/2 a/c 1929-30] May 10, 30
Mackintosh	...	...	...	...	Feb.	[Int. 1 1/2 a/c 1929-30] May 10, 30
Sincere	...	...	...	...	Feb.	[Int. 1 1/2 a/c 1929-30] May 10, 30
Wm. Powells	...	...	...	...	Feb.	[Int. 1 1/2 a/c 1929-30] May 10, 30
<b>Miscellaneous.</b>						
H. K. Amusement	25 1/2	...	...	...	Mar.	[Int. 1 1/2 a/c 1929-30] Pending
Ch. Entertainment	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Pending
H. K. Constructions	2.40	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Pending
B. Ind. G.S. Bonds	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Pending
H. K. Govt. Loans	...	...	...	...	Dec.	[Int. 1 1/2 a/c 1929-30] Pending

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# MOTORISTS THIS IS YOUR PAGE

## THE DEMAND FOR THE NEW GARGOYLE MOBILOIL IS GROWING SO FAST THAT



THE demand for Gargoyle Mobil Oil is growing so fast that some competitors are losing ground, and consequently they are doing everything within their power to keep Gargoyle Mobil Oil beyond the reach of the public by making attractive, exclusive contracts, in which there is a clause to the effect that if a dealer is caught selling Gargoyle Mobil Oil his gasoline pump will be removed and further supplies of gasoline refused.

Because we do not sell gasoline we are unable to retaliate, and consequently we depend upon the efficient and economical service Gargoyle Mobil Oil gives to those who use it.

The fact that the demand for Gargoyle Mobil Oil is increasing in spite of competitive efforts to discourage its use, is, we think, sufficient proof that Gargoyle Mobil Oil is recognised as the best motorcar engine lubricating oil available.

Because of its quality and consequent economical efficiency, we do not have to resort to questionable marketing methods in order to create demand.

Be sure that the dealer who does not sell Gargoyle Mobil Oil is either financially unsound, unreliable or bound by a competitive contract such as that just described.

It is really and truly worth a little extra effort to get Gargoyle Mobil Oil. If a dealer does not sell it you will find one close by who does.

A little extra effort may be the means of saving you the expenditure of money for unnecessary repairs and renewals, for it is true that over six hundred motorcar engine manufacturers recognise Gargoyle Mobil Oil as the most efficient and economical of all motorcar engine lubricants.

## VACUUM OIL COMPANY

### ROAD CONGRESS.

#### British Empire Will Have Many Delegates.

[Special Correspondence.]

Washington, D.C., Aug. 27.

Upward of 40 official delegates will represent Great Britain and its dominions at the sixth congress of the Permanent International Association of Road Congresses to be held here October 6 to 11, it was recently announced by the American Organizing Commission which is making all arrangements for the congress. In addition to the United Kingdom and Northern Ireland the following political subdivisions of the Empire will send delegations: India, Canada, New Zealand, Union of South Africa, Irish Free State, New South Wales, Queensland, Hong Kong, Nigeria, and possibly the Sudan.

The delegation appointed by the British Government is highly representative of the organizations interested in the Sixth International Road Congress, which is also the case with the delegates appointed to represent overseas dominions. Headed by Col. C. H. Bressy, of the Ministry of Transport, the delegation includes J. S. Pool Goodsell, H. E. Aldington, R. W. Butler, E. B. Hart and E. S. Ferrin, all of the Ministry of Transport; Sir Henry P. Maybury, consultant to the Ministry and Chairman of the London and Home Counties Traffic Advisory Committee; and Sir Hugh S. Turnbull, Commissioner, and P. L. D. Elliott, Assistant Commissioner of the Metropolitan Police.

The Ministry of Home Affairs for Northern Ireland will be represented by Major George A. Harris, while the honorary delegates appointed by the Government include: W. Ross Jeffreys, of the Road Improvement Association; Sir Seymour Williams, chairman, Rural District Councils Association; Dr. P. E. Spielman, Institute of Petroleum Technologists; J. H. Walker, Institution of Mechanical Engineers; Thomas Adams, Surveyors Institution; E. S. Shrapnell-Smith, of the Royal Automobile Club and the Commercial Motor Users Association; and Ward "Stead," County Surveyors Society; Wallace, President of the Association of County Councils in Scotland and the Royal Scottish

Automobile Club; J. P. Wakeford, Institution of Municipal and County Engineers; Sir W. E. Whyte, and R. Lorimer, Association of District Committees in Scotland; and J. S. Killick, of the Institution of Civil Engineers.

Victor Smart, Deputy Minister, Department of Railways and Canals, Ottawa, has been selected as the Canadian Government's delegate, while another Canadian, Col. T. A. Hiam, Assistant to the President, Canadian National Railways, will represent the League of Nations. Although Australia will not be represented, official delegates from New South Wales and Queensland will attend. They are H. M. Sherrard, assistant chief engineer, and S. L. Luker, metropolitan maintenance engineer, Main Roads Board, New South Wales, and Mr. Gilchrist, city engineer, Brisbane, Queensland. Arthur Tyndale, highway engineer, Public Works Department, New Zealand, has been appointed to represent the New Zealand government.

Chief Engineering Inspector James Giquley, of the Department of Local Government, and Public Health, Irish Free State, has been appointed to represent that government, and the following delegates have been named by the governments indicated: Nigeria, C. L. Cox, Director of Public Works, and a member of the Institute of Civil Engineers; Union of South Africa, C. H. Hamilton, of the South African Railways and Harbours; Hong Kong, H. S. Rouse, assistant engineer, Public Works Department. The Indian delegation will consist of at least three men. S. G. Stubbs, Secretary, Communications Board, Punjab; W. J. Kerr, of the Bengal Government; and Henry Hughes, executive engineer, representing the Province of Burma.

In addition to official government delegates, many private individuals will attend. These will represent business firms and other organizations interested in the deliberations of the Congress. More than sixty Governments are expected to take part in the Congress, it has been announced. By August 4 a total of 54 Governments had communicated their intentions to participate, with some ten or twelve governments remaining to be heard from. It is confidently expected that a majority of these will accept the invitations issued by the United States Department of State.

### COURTESY.

#### A Cure for Motor Accidents.

Our observations during the many hours which we spend on the highways and byways force us, says The Commercial Motor, to the conclusion that a great proportion of the accidents is avoidable. To many drivers, both of commercial and private vehicles, road travel has become a race against time, and whereas formerly it was possible even for the man at the wheel to admire the beauty of the countryside through which the vehicle passed, it has now become mainly a question of arriving at a destination in the shortest possible time. Speed alone is not, however, the great danger.

It is obvious that the speed must be employed to overcome congestion; there must be a steady flow of traffic and any artificial restriction would serve merely to complicate matters still further. It is in other directions that improvements could well be effected, and The Commercial Motor would welcome some return of the old spirit of road camaraderie; often a little more thought for others would save much loss in life and property.

One of the worst features noted is the reluctance to acknowledge and obey signals other than those made by the police. Time after time we have seen a worried driver endeavouring to cross a busy thoroughfare, and beyond hooting violently as they swerve out to pass him, neither stream of traffic will "slow down" until absolutely forced to do so.

There is another phase in this matter of signalling; far too many drivers have adopted the bad habit, or have never learnt better, of manoeuvring their vehicles and signalling simultaneously, thus giving no time for overtaking or approaching drivers to respond. Then there is the annoyance which is frequently displayed by drivers of "slow moving" vehicles when they are passed by those who wish to travel faster. This annoyance is frequently shown by foolish and dangerous actions.

### ROAD SENSE.

#### Greatest Guarantee for Safety.

##### EDINBURGH EXPERIMENT.

The Road Traffic Act will come into force within the next few months. Most road-users are agreed that it is a good Act. It attempts, before it is too late, to lay down lines of safety for a type of traffic which has illimitable possibilities of danger, wrote John Buchan in the Daily Express in mail week.

By abolishing the speed limit which had become a meaningless thing, it encourages, in the words of the Minister of Transport, "motorists to concentrate on what is dangerous, reckless and careless in the circumstances of the case." The centre of gravity now lies in dangerous driving, and the penalties for this anti-social offence are substantially increased.

But no such measure can fulfil its purpose unless it takes account of the human factor involved. Safety, in the last resort, depends on the psychology of the driver and the pedestrian.

The most stringent Act of Parliament will not prevent a man unwittingly or carelessly infringing its provisions and causing disaster. You may punish him severely, if he survives, but he and several others may be dead!

The real road criminal is not, I think, very common, and we are all agreed that he must be driven off the roads. The trouble arises when perfectly well-meaning and responsible people lack something in their mental make-up—something which we may call road sense.

Skilled Driver May be Dangerous. This is not the same thing as lack of knowledge. A skilled driver may be a dangerous driver, because he does not appreciate the conditions on which road safety depends; and no preliminary tests, however stringent, will ensure that he possesses this endowment.

Physically, too, he may be perfectly fit. Yet from the lack of road sense, he may be a peril to himself and to other people.

It is like many other qualities requisite in sport. Take hunting, for example. Mere horsemanship is not enough to make a good rider to hounds. Take mountaineering. Road sense is very similar to mountain sense. Many a brilliant athlete, who can perform wonderful feats of rock gymnastics, is a dangerous climber and a menace to any party which includes him. Every mountaineer has known young guides who had every technical accomplishment except mountain sense—the knowledge of those imperceptible things on which safety depends.

Other guides, who in actual climbing work were far their inferiors, were much more likely to lead an expedition to success, simply because they understood the human limitations in the struggle between man and mountain.

The greatest guarantee for safety on our roads is the wide dissemination of road sense. How is this to be secured? Remember that it is an entirely different thing from technical skill in driving, though a certain modicum of technical skill is essential.

Its absence is due mainly to ignorance. Some people are quick to learn the rules of the game; others are slow, and it is necessary that they should be assisted.

The Minister of Transport is alive to this point. Apart from the Highway Guide which he is going to publish broadcast he proposes to contribute, out of the Road Fund, provision for a mobile police force mounted on motor cycles and motor-cars.

This is the result of the valuable suggestions made by Lord Cottenham in a debate in the House of Lords. The advantage of a force of mobile traffic officers is that they will be able to correct the mistakes which many people fall into on the roads from carelessness, ignorance, or bad habits—mistakes which might have been prevented by an occasional friendly word of advice from traffic patrols who really know their business.

Something of the kind is being done in America, though not, I think, on the best lines, for there is too much of the "traffic cop" in the American idea. Such a special force would not have its main safety

### WANTED.

#### "No Trouble" Motor Cars.

Progress in the direction of easier car maintenance is being made, but it is deplorably slow, says The Light Car and Cyclecar. A formidable array of grease nipples still faces the man who buys a current model. Floorboards still have to be lifted in order to grease certain parts and quick-fill gearboxes and back axles fitted with some simple level-indicating device are still conspicuous by their absence.

The reason for all this probably lies in the fact that price competition has never been fiercer. Manufacturers with the most advanced ideas hang back when it comes to adding even a five-pound note to the purchase price of a car; they overlook that section of the public which would be willing to pay.

In the old days buyers had a choice of two models, the standard and the de luxe. Allowing for the complications which might arise were the machinery of mass production to be interfered with, would it not still be possible to offer an alternative no-trouble de luxe model at a higher figure?

purpose the detection of breaches of the law, though, of course, it would perform this duty. Its primary task would be to prevent such breaches occurring.

##### An Experiment.

An experiment of the kind has been made, as Lord Cottenham pointed out, in the city of Edinburgh with great success. In 1926 there were 1,800 traffic accidents in Edinburgh, in 1927 there were only 1,335, and in 1928 1,089. That is to say, in two years the number had decreased by 700, due to the efficient work of the traffic patrols, which, according to the Edinburgh police report, "exercised an indispensable check on fast and dangerous driving and on defective vehicles throughout the city."

In 1928 these patrols detected 10,244 offences; of these offenders, 8,705 were cautioned at the time or later by letter, while 1,539 offenders were reported for police proceedings. The over-worked police courts consequently were required to deal with a little more than one-seventh of the detected offences.

Special attention was given to drivers failing to keep as near as possible to left-hand kerbs while passing round corners—a prolific cause of street accidents.

Again, traffic patrols found 358 vehicles which were being used on public highways with defective brakes, and had these machines thoroughly tested and the drivers cautioned.

Further, the Edinburgh traffic patrols endeavour to instil road sense into pedestrians—a most necessary duty. In 1928, 1,398 people were cautioned on the spot for acts likely to lead to street accidents, and 1,160 letters of caution were sent out.

The Edinburgh system is a model which might well be adopted sooner or later throughout the whole country. The Minister of Transport has something of the kind in mind. It will probably be necessary to make the traffic patrols a special branch of the police.

They must know at least as much about their business as any driver of a car, and they must be reasonable and friendly people who know how to impart knowledge and gain the confidence of the public.

We have plenty of men in the country who would make excellent traffic patrols, and, as automatic signalling extends and many of the police are relieved of point duty, there should be a reserve for the creation of a special force.

Motoring has only been about twenty years in general practice, and we do not know what the next twenty years may bring forth. It is likely that its growth will be in geometrical progression. Our object must be, before the problem has got out of hand, to get the right kind of psychology into motorists and pedestrians, for, without that, no restrictive legislation will succeed.

Some form of stringent traffic control is essential; but we do not want to make it so onerous that our police courts will be crowded out and the life of the careful driver made a burden. It is only a wide distribution of road sense which will really ensure the public

### BABY CARS.

#### Orders for 167,000 from New U.S. Factory.

I am able to give first details of one of the most remarkable triumphs achieved by British motor engineering since the beginning of the industry, writes Harold Pemberton, Daily Express Morning Correspondent.

Two months ago a factory was established in Pittsburgh, U.S.A., for the manufacture of a British baby motor-car for the United States market.

The decision to build in that country was taken against the strong advice of all the leaders of the American motor-car industry. "It cannot be done," they said. "Baby motor-cars may be all right for Europe, but we do not want any 'kid' cars over here."

When the first small motor-car was exhibited in New York it was regarded as a great joke.

5,000 A Month. Sir Herbert Austin, who is responsible for storming the United States fortress with his baby car, showed me a cable he has received from the new Pittsburgh factory.

No fewer than 3,000 baby cars have been delivered to Americans in July, and the factory was turning out 5,000 cars last month. Further orders are pouring in faster than the factory can deal with them. Actual orders have reached the amazing figure of 167,000. The rush began as soon as the little motor-cars made their appearance on the road.

The success of the little British motor-car has literally staggered the United States industry.

It has come at a time of deep trade depression. No motor-car of foreign design has ever before penetrated the American stronghold with any degree of success. The boat in the past has more often been on the other foot.

According to despatches received at Birmingham, American manufacturers are now tumbling over one another to be the first to bring out a baby motor-car of their own design.

There is an atmosphere of romance about the story of this new motor-car invasion of America as told to me by Sir Herbert Austin.

##### A "Pure Gamble."

"For the past three years," he said, "I have visited the United States with a view to trying to arrange manufacturing facilities for the British baby motor-car. Manufacturers one after another turned me down.

"They regarded it as a toy and declared emphatically that the American public would not look at it.

I had almost given up the idea of ever getting into that country when, on my last visit I managed to

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interest a well-known United States financier. He was rather tickled with the little motor-car and eventually decided to arrange for manufacturing facilities.

The amusing part is that he knows nothing about motor-cars. All the people who did turned it down. Even then he regarded the proposition as a pure gamble. Arrangements were made for him to build the car under licence from the Austin Motor Company.

"No one was more surprised than he at our immediate success.

"It is being sold at 440 dollars, or approximately £38. It is the cheapest motor-car in the States, and its design is absolutely British throughout."

The British "baby" has already conquered France and Germany. Latest figures show that 11,000 have already been sold in France, and 14,000 in Germany.

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## ALL CORD PROCESS.

## Result of 80 Years' Development.

## RUBBERISATION.

The present high state of quality control and manufacturing efficiency in the production of All-Cord material for tyre carcasses has been the result of over eighty years of development. From a small beginning with crude experimental equipment the process has been improved step by step until to-day we have available a manufacturing unit for quality control and production efficiency leaves little to be desired. It was realised from the very inception of the use of a multitwist cord in tyre carcasses that the practice of weaving the cords into a fabric which contains a very light filler thread was a makeshift. The filler thread was not of any value in the tyre. On the other hand it has proved a distinct detriment in that, as weak as it is the constant flexing that a tyre carcass undergoes in service causes it to chafe through the cords with resultant carcass failure. The presence of the filler thread is also objectionable in that it prevents the cords from lying flat. A woven cord fabric coated with rubber has a very light coating at that point where the cord crosses the filler thread. A considerable amount of ply separation in the finished tyre can be traced to this condition.

The impracticability of woven cord fabric is also very clearly shown by what is termed "bagging." This is a slack condition in a portion of the width of the road, which, with all the study given it by cotton mills, has never been eliminated. The fabric can be used, but only by feeding it into calenders with a very heavy tension on the cord in the remainder of the width so that they will stretch and allow some tension on the baggy portion. This results, of course, in a tyre containing cords having widely varying ability to stretch. It follows then, that those cords having least

ability to stretch absorb all the strain.

## Insulation of Cords.

Another effect of the heavy tension required to remove bagginess is the shrinkage in width with consequent lack of the number of cords per inch. This is serious in that it precludes maintaining sufficient space between cords for insulation.

The necessary complete insulation of all cords, in the case of a woven cord fabric, cannot be effected except through frictioning. On square woven fabric frictioning presents no problem at all, but a flimsy cord fabric it results in serious distortion with its attendant disturbance of the uniformity of cord stretch. At least frictioning can be carried on only by maintaining a very heavy tension with consequent loss of the most valuable characteristic of the cord, that is its ability to stretch. The present producing equipment very effectively overcomes all of those difficulties. It consists of a creel, a tension unit, a drying and heating unit, a spacing unit, a four roll calender, and a continuous windup. The cord is wound on cones weighing twelve to fourteen pounds and containing from 14,000 to 16,000 yards. The inside end of the cord is allowed to hang free for about twelve inches to allow splicing the outside end of cone to the inside of another. This makes it possible to provide a continuous supply.

## The Process.

The creel is so laid out that it has spindles for each end in the finished fabric. One of the spindles holds the cone from which the cord is running while its mate holds a second cone spliced to the first one. When a cone has run out it is immediately replaced by a full one which is spliced to the then running one. The cord, after leaving the cone, is threaded through a tension device and through various guiding thread boards to a central collector thread board. The tension device and all thread boards are equipped with porcelain eyes to prevent any possibility of injury to the cord. They are all arranged so that at the point of leaving the collector thread board each has been subjected to a very slight but absolutely uniform tension.

The proper operating tension is obtained in the tension unit which consists of a series of polished steel bars over which the cords are leashed in pairs immediately after emerging from the collector thread boards. Tension is varied as required by changing the number or position of the bars. The tension unit is also equipped with an expanding comb of the lazy long type to provide a preliminary width control of the sheets of cords. The drying and heating unit consists of a stack of copper surfaced drums revolving on roller bearings. The sheet of cord passes over their surfaces and emerges in a properly hot and dry stage without in the least degree having lost its uniformity of tension.

## Spacing Unit.

The spacing unit is mounted on the calendar frame directly back of the middle of the calendar roll. It consists of an expanding comb, a final spacing bar, and a presser roll, all mounted on a horizontally adjustable carriage. The expanding comb provides a final width adjustment. The final spacing bar is a round steel bar on which has been cut a screw thread of a pitch representing a number of ends desired in a finished fabric. The presser roll is a solid steel roll, very accurately machined and grounded. It provides means for pressing the sheet of properly spaced cords into a skimmed coat on the middle calendar roll. The pressure adjustment is hand wheel operated.

The sheets of cord after leaving the heating and drying unit pass through the expanding comb, under the spacing bar, one cord to a groove, around the pressure roll and the skim coat on the middle calendar roll. The calendar is of a type having the fourth roll offset at the top. The offset and top rolls form one skim coat on the top roll while the middle and bottom rolls form a skim on the middle roll. It is equipped with conveyors from the warming mills which provide a continuous uniform feed of stock. Mill and calendar roll temperature indicators and recorders with the result that the stock is constantly held at a proper and uniform plasticity.

The sheets of cords, after having been pressed on to the middle roll, is carried up on that roll to its bite with the top roll which forces its skin into the other side of the (Continued at foot of next column.)

## NERVE RACKING.

## Ford Truck's Unique Trip.

From the valley of a Thousand Hills a Model AA Ford truck recently emerged triumphant over a thousand obstacles, such as are found only in South Africa—dizzy crags, no roads, steep climbs, dangerous descents, deep, treacherous shifting sands.

Over this wild section the Ford went, mostly in low gear, on only a quart of added water and no additional oil. And the truck never balked throughout the gruelling five-hour endurance trip.

The Ford was put through its paces by Lance Walsh, long noted for his ingenuity in devising new and exquisite tortures for testing cars. And South Africa affords unlimited possibilities in the way of unbroken trails, primitive ground, sheer cliffs, deep gullies, sand, swamp, forest and bush.

"On one occasion," said Mr. Walsh after the nerve-racking run, "we would descend a 'gentle' grade of one in four or five, the next instant we would ascend an equally steep gradient. Seldom had we four wheels on the ground."

What made the endurance run all the more remarkable was that the truck was loaded to capacity with a ton and a quarter of sand ballast, a crew of six, provisions, spare gasoline, water, oil, and later, in addition to all this, three Zulu guides.

"One thing which will live a long time in my memory," said Mr. Walsh, "is an occasion when we had to make a deviation to avoid a donga, or canyon. The truck was put head on at a goodly sized sapling. The sapling simply disappeared beneath the bonnet and our photographer murmured, 'Why were tanks invented?'"

"On another occasion," Mr. Walsh said, "we wandered around through mealy fields and bush, descending grades that would have turned the hair of most motorists gray, and ascending rises where necks had to be craned to see over the radiator. But never did the Ford falter."

So steep was one down grade that besides taking the precaution of placing the car in low gear, the party put chains on the wheels. A descent towards the Umgeni River almost proved disastrous. The party struck deep treacherous sand.

"In low gear," Mr. Walsh said, "the wheels turned slowly but surely, propelling the car through the soft sand into which our feet sank up to the ankles. Once or twice impossible places were struck and the truck sank almost up to its axles, but always it extricated itself."

To get out of the Umgeni River bed, the Ford had to take a one in four grade and part way up was confronted with a thick hedge. But, Mr. Walsh said, the truck never balked, it was headed through the obstruction, levelled it and went chugging to the top.

"The Ford is a wonderful truck," Mr. Walsh concluded. "At the start of the journey it had seven gallons of fuel in the tank and in spite of all the low gear in the sand and on the rises it finished up in Durban still with fuel in the tank."

sheet. This operation is carried on under conditions which are ideal. Both coats are applied to the cords and, between the cords, to each other before the cords have lost their heat and before the first coat has lost its plasticity.

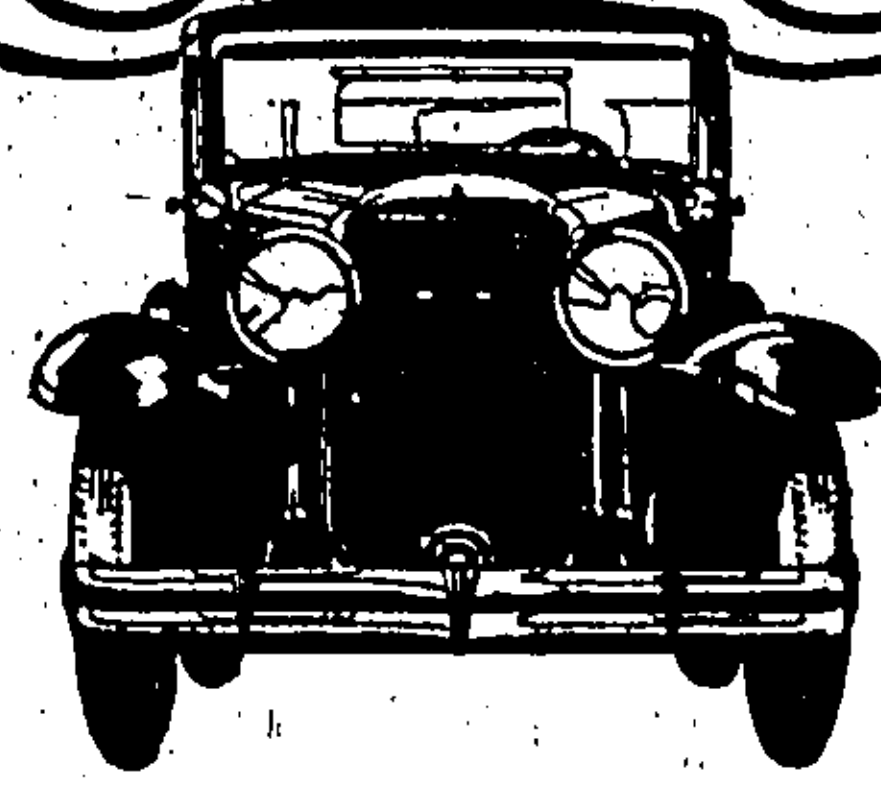
## The Wind Up.

After emerging from the calendar, the new rubberized fabric passes through a continuous automatic weight indicating and recording device and to the wind-up. The wind-up is so designed as to allow changing rolls while the calendar is operating at full speed. It is equipped with an electrically operated cutter which makes perfectly straight cut across the fabric and an automatic device for feeding the fabric into the liners without wrinkles.

The product of to-day's All-Cord Process equipment is beyond comparison with woven cord fabric, no matter how carefully and expensively processed. Laboratory tests indicate an infinitely greater uniformity in number of cords per inch and space between cords, a complete elimination of the frictioning operation. It is possible to control total rubber deposits within very close limits.

The effectiveness of applying side of a refuge, tearing off in the both coats at once is very clearly indicated by microscopic examination of the finished fabric. It is a little of him except his rear mud found that the rubber is driven so guard, which was adorned with a completely into the cords that it perfectly enormous club badge. I thoroughly filled in even the hell never thought much of the cal twist spacing in the various clubs," said Mr. passenger after strands making up the cords, a word. "I expect they all got about dition obtained by no other practice like that. Which was an isolated deck production process of the way in which what is quite

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Our first shipment of the 1931 Model Buick Straight Eight Motor Cars has just arrived. We cordially invite you to come in and inspect the Eight with BUICK'S Prestige — you will then understand why more than 2,600,000 people have chosen Buicks again and again. BUICK HAS AGAIN BUILT A BETTER AUTOMOBILE. Why not let us take you for a drive in one of these new Buick Great Eights — and let you see for yourself how much more Buick gives for less money.

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## SOME POSERS.

## Queries for Motor Cyclists.

Under the heading "Puzzles for Your Pals," Motor Cycling gives a series of posers for motor-cyclists. Here are a few—

Why do water-cooled engines boil at high altitudes? (Because the less the atmospheric pressure, the lower the boiling point.)

Why are motorcycle gears easier to change than those of a car? (Largely because the car gears are directly connected to the crankshaft and run at engine speed.)

If a man were trying to ride 30 miles in an hour and averaged 20 m.p.h. for the first fifteen miles, what speed would he have to average for the next fifteen miles? (60 m.p.h.)

Why is a rider usually hurt less when he comes off at speed than when he has a fall when going slowly? (Because, in the former case, he falls limp, like a drunken man, having no time to tauten his muscles.)

Which moves at the highest average speed, the piston or the motorcycle? (The motorcycle, because at 30 m.p.h. with a 3 1/2-in. stroke, a 5 to 1 gear and a 28-in. wheel, the motorcycle travels 380 yds. in a minute and the piston travels 376 yds., or during one revolution of the rear wheel the motorcycle advances 82 ins. and the piston moves up and down through 35 ins.)

## MOTOR CYCLISTS.

## Must Behave When Joy Riding.

Members of motorcycling clubs whose road manners tend to bring their clubs into disrepute have been given a sharp rap on the knuckles by "Carbon," the pioneer motor cyclist who contributes to Motor Cycling. He says—

"Early last week I was progressing at what I thought a fairly decent pace down the King's Road (which Charles II. first made famous through Chelsea as a short cut to town. It is possible to control total rubber deposits within very close limits.) I was suddenly a solo rider shot by me and almost immediately cut round the wrong side of a refuge, tearing off in the both coats at once is very clearly indicated by microscopic examination of the finished fabric. It is a little of him except his rear mud found that the rubber is driven so guard, which was adorned with a completely into the cords that it perfectly enormous club badge. I thoroughly filled in even the hell never thought much of the cal twist spacing in the various clubs," said Mr. passenger after strands making up the cords, a word. "I expect they all got about dition obtained by no other practice like that. Which was an isolated deck production process of the way in which what is quite

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- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.  
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## MOTOR OILS.

- GARGOYLE MOBILE OIL.—Vacuum Oil Company, King's Bldg.  
 SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

## TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.  
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probably a perfectly good club has. Good manners on the road are an got a bad name at any rate with essential. If you carry a badge, one person through the impolite unless you want to let the whole conduct of one of its members club down.

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### "Why I'd buy a Plymouth" World Contest

Plymouth offers you an opportunity to enter a world-wide contest to compete for the most generous and unusual prizes ever awarded to the winners of an essay contest.

There is no obligation to you—nothing to buy, no costly effort is necessary. The following prizes are offered for the best essays on "Why I'd buy a Plymouth".

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**FIVE AROUND THE WORLD TRIPS**  
**FIVE \$1000 CASH PRIZES**  
**TWENTY-FIVE PLYMOUTH CARS**  
**AND 975 OTHER PRIZES**

The contest is open to everyone except employees of the Chrysler Corporation. Come in and get the rules, entry blank and complete information. The contest opens today and closes at midnight October 20th. All you have to do is to acquaint yourself with the features of the fine low-priced motor car and write in your own language on the

reverse side of the entry blank why you think the Plymouth would be a good car for you—for anyone—to buy. We will gladly demonstrate the new Plymouth to you... tell you about its outstanding features, its superiorities—to help you win one of these valuable prizes. Fine writing is unnecessary. But it is important to know the car.

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# The China Mail

Thursday, September 25, 1930.  
Eighth Moon, 4th Day.

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"CALCHAS" 14th Oct. M'les, L'bon, F'ham and Hamburg  
Calls at Casablanca.

### LIVERPOOL SERVICE.

"ROMAUS" 24th Oct. Genoa, Havre, Liverpool and Glasgow  
"TELEMACHUS" 29th Nov. Genoa, Havre, Liverpool and Glasgow

### PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)  
"IONIA" 9th Oct. For Victoria, Vancouver & Seattle  
"TYNDAROS" 14th Nov. For Victoria, Vancouver & Seattle

### NEW YORK SERVICE.

"AGAPESOR" 17th Oct. For D'ran, Cuba, Haiti, Man'la,  
New York, Boston & Baltimore via Suez

### INWARD SERVICE.

"ORESTES" Due 28th Sept. For S'hai, Moji, Kobe and Y'hama  
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"PATROCLUS" Sails 1st Oct. For Singapore, M'les & London  
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Also cargo steamers with limited passenger accommodation at specially reduced fares.  
For freight, passage rates and information apply to—

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### PRINCE IN FRANCE.

RETURNS HOME AFTER A QUIET HOLIDAY.

TO STAY AT BALMORAL.

Rugby, Yesterday.  
H.R.H. the Prince of Wales, who has been enjoying a quiet holiday in France, returned to London today by air from Paris. He flew in his own light aeroplane. He is leaving by the night train for Balmoral, where he will probably remain until the Court returns to Buckingham Palace on September 30.—British Wireless Service.

### BIG-SCALE MERGER.

TERMINAL CO. TAKES CONTROL OF 27 CONCERNS.

RUSSIA EXCLUDED.

New York, Yesterday.  
The Bush Service Corporation, controlled by the Bush Terminal Company, has secured control of 26 old-established European distributing companies, covering every European country except Russia.—Reuter's American Service.

### ROOSEVELT RESIGNS

NEW POST FOR VICE-GOVERNOR OF PHILIPPINES.

MINISTER TO HUNGARY.

Washington, Yesterday.  
Mr. Nicolas Roosevelt, vice-Governor of the Philippines, has resigned and has been appointed U.S. Minister to Hungary.—Reuter's American Service.

### UNION HEAD.

MR. A. HAGDAY, M.P., ELECTED AS CHAIRMAN.

Rugby, Yesterday.  
The General Council of the Trades Union Congress to-day elected Mr. Arthur Hagday as Chairman for the ensuing year.

For the past 40 years he has been a permanent official of the National Union of General and Industrial Workers, of which he is a member. He is a member of West Ham Town Council and has represented Nottingham West in Parliament since 1918.—British Wireless Service.

### GERMAN CRITICISM OF LEAGUE BODY.

"Has Done Nothing for the Past Five Years."

LORD CECIL'S WARNING.

Geneva, Yesterday.  
Lord Cecil, at a meeting of the third committee of the League of Nations, uttered a warning against rushing a general disarmament conference without proper preparation.

This warning followed a speech by Count Bernstorff (Germany).



Lord Cecil.

who, with other speakers, said he felt doubtful as regards the utility of the Preparatory Disarmament Commission, which he alleged had hitherto "done nothing for the past five years."

Lord Cecil claimed that the Commission had done much, but demurred at fixing the exact date of the disarmament conference. He said that we were going to do something never done before, namely, to limit the armaments of each nation to an agreed international standard. It would take a long time to accomplish.

The Preparatory Commission meets on November 3.

Alleged Treason.

Berlin, Yesterday.  
It was disclosed to-day that the complaint against Herr Hitler and

### REDUCED TO RANKS

MUSSOLINI'S LIEUTENANT OUT OF FAVOUR.

FORCED TO RESIGN?

Rome, Yesterday.  
Considerable importance is attached to the announcement that Signor Mussolini's chief lieutenant, Turati, has resigned the Secretaryship of the Fascist Party and is returning to the ranks of the Blackshirts. He will be replaced by Giurati, formerly President of the Chamber.—Reuter.

### WORLD DEPRESSION.

HEADS OF EUROPEAN BANKS TO HAVE PARLEY.

REMEDYING THE EVIL.

New York, Yesterday.  
The heads of the Bank of England, the Bank of France, and the Reichsbank (Germany), are expected to meet shortly with a view to discussing measures for the alleviation of the world-wide business depression.—Reuter's American Service.

### BIAS BAY.

MARINES AND GUNBOATS ON PATROL.

Canton, Yesterday.  
For the suppression of banditry and piracy in the Bias Bay and vicinity, Admiral Chan Chak, of the 4th Cantonese Squadron, has detailed several contingents of marines in the various garrisons, also the gunboats An Pei, Min Sen and Fu Hai for patrol duty in the southern coast of Kwangtung.

The Min Sen returned to Canton on Tuesday morning for coal and provisions for the fleet now on service in this area, and has since left with ample supplies provided by the Admiralty. She is now joining the other gunboats for anti-piracy duties.—Canton Gazette.

Herr Goebels relates to a newspaper article published over a year ago, which is alleged to have contained material calculated to undermine discipline in the army.—Reuter.

## AMUSEMENTS

AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.15 & 9.20.

SONG HITS! LAUGHS! ROMANCE!

**They Learned About Women**  
VAN & SCHENCK  
BESSIE LOVE  
J.C. NUGENT  
BENNY RUBIN-MARY DORAN  
A Metro-Goldwyn-Mayer ALL TALKING PICTURE

### NEXT CHANGE

WINE, WOMEN & WHOOPEE!

They won a million dollars on the English Derby—and then beat it hot for Paris and a hot time!

Directed by the man who made "The Cock Eyed World"

**HOT FOR PARIS**  
with  
**VICTOR McLAGLEN**  
continuing his cockeyed adventures with  
**FIFI DORSAY EL BRENDEL**  
Story and direction by RAQUEL WALSH  
Original songs by Walter Donaldson and Edgar Leslie  
Presented by WILLIAM FOX

## CENTRAL THEATRE

TO-DAY TO SATURDAY ONLY  
POSITIVELY LAST SCREENING IN HONG KONG.  
Daily at 2.00, 5.00, 7.20, 9.40 p.m. sharp.

## ACCLAIMED!

...the loveliest heroine in all dramatic history

No Bernhardt or Duse ever held millions in such spellbound wonderment as does this girl... long loved... but now revealed for the first time in all her beauty and splendid talent

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How Rich King...  
"I'm Alone in the World"  
"If You're in Love You'll Marry"  
"The Man Who Sings"  
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Gorgeous Song...  
Gay Comedy...  
Gallant Drama...

NEXT CHANGE, SUNDAY, SEPT. 28TH.

GEORGE BANCROFT

in

"THE MIGHTY"

A Paramount All-talking Action Melodrama.

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with **GRETA GARBO**  
**FLESH AND THE DEVIL**

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(Interpreter at all performances)

LILLIAN GISH

in **"The Scarlet Letter"**  
AT THE **STAR** TO-DAY TO SATURDAY  
At 5.30 & 9.20